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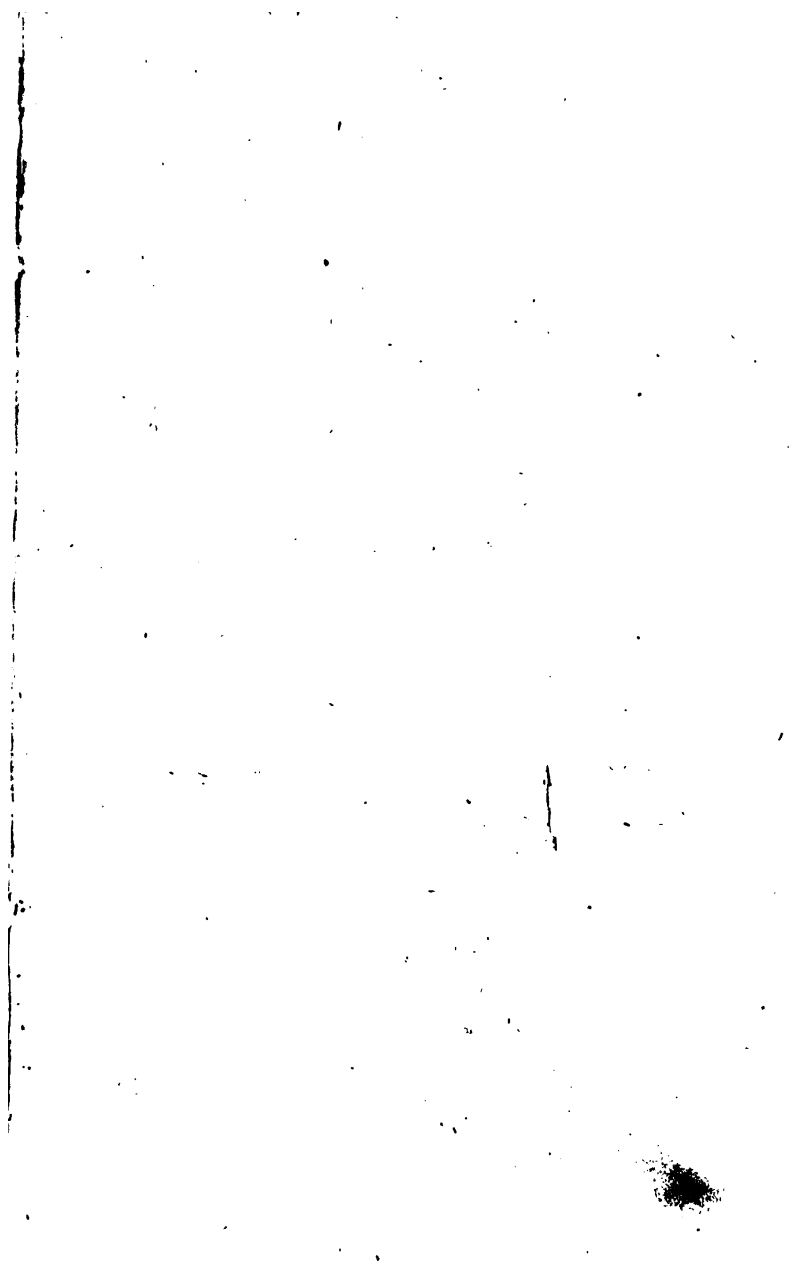


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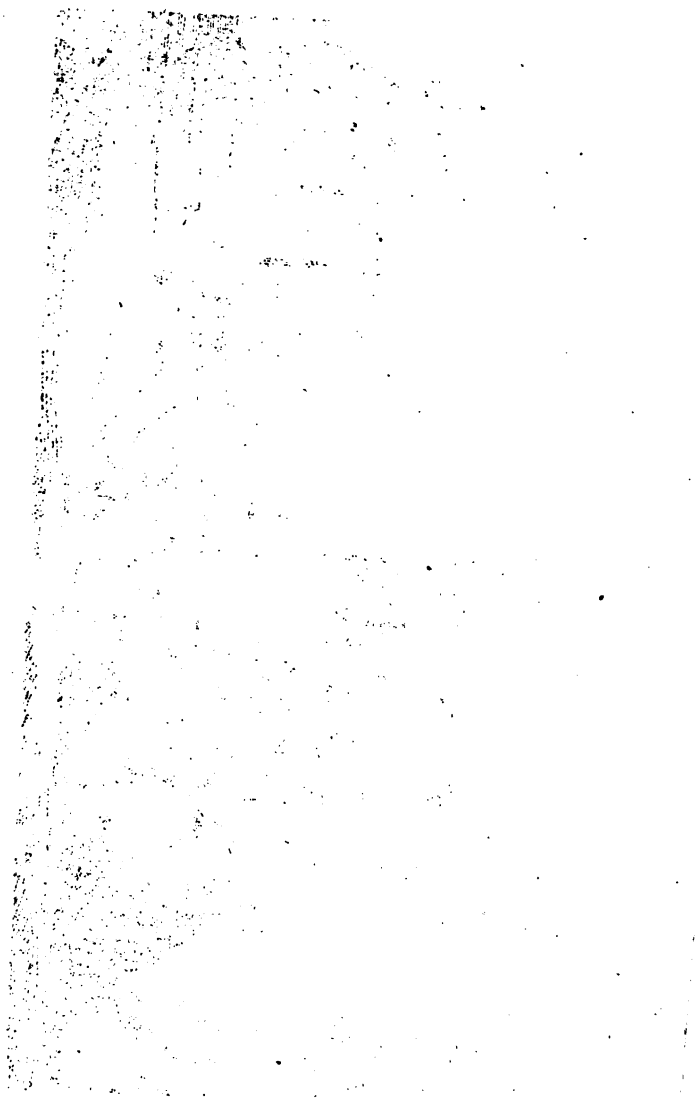


H. H. Hazel.











THE BRITISH TRIDENT;

OR,

Register of Naval Actions :

INCLUDING

Authentic Accounts of all the most

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IN FOUR VOLUMES.

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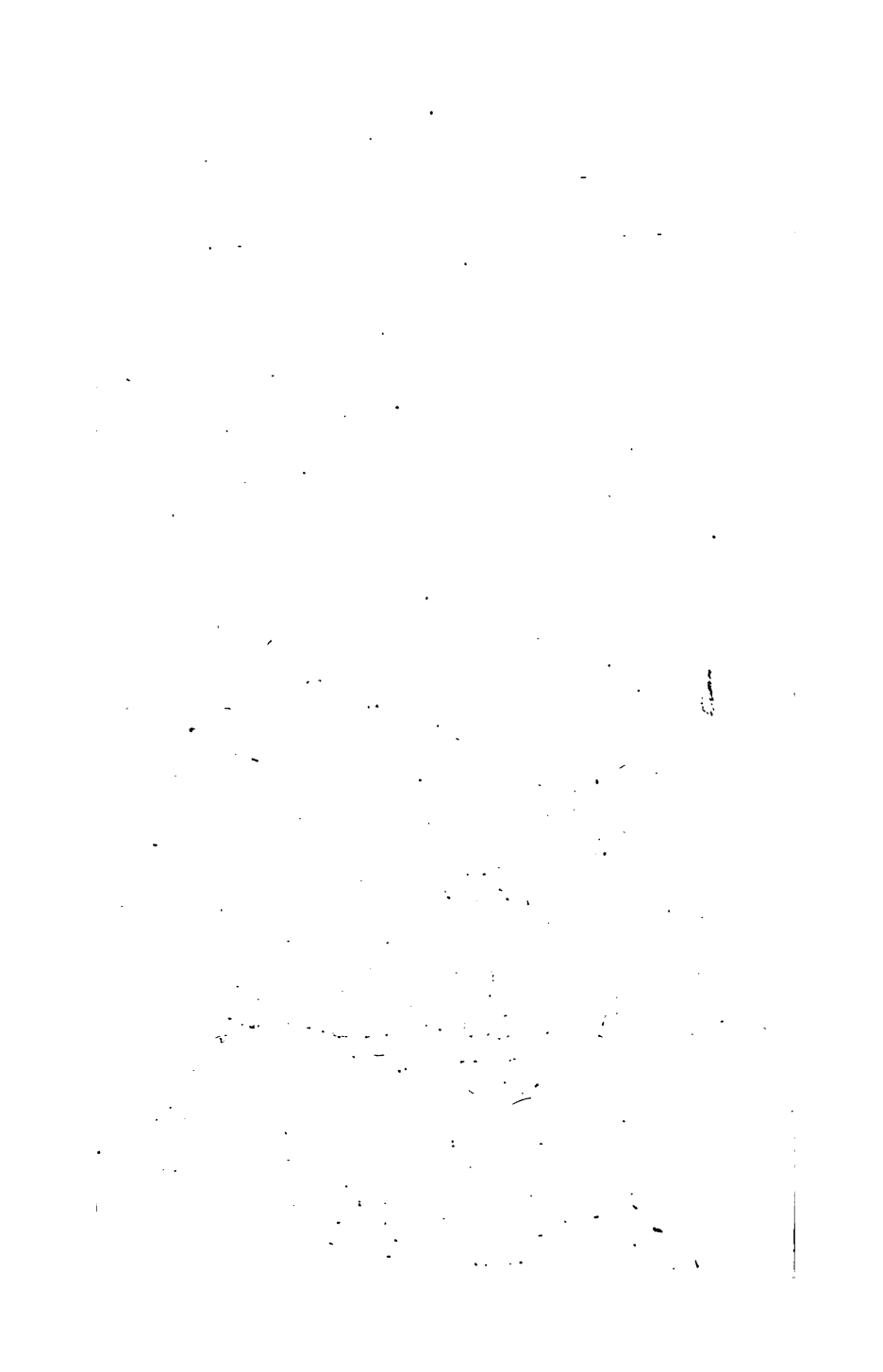
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THE

TRIDENT.

NAVAL TRANSACTIONS,

From 1778, to the General Peace of 1783, continued.

ON the 20th of March, 1780, the Hon. Captain William Cornwallis being on a cruize off Monti Christi with three ships of war, viz. the *Lion* of 64 guns, Hon. W. Cornwallis; Bristol, 50 ditto, Captain T. Caulfield; and *Janus*, 44 ditto; fell in with and was chased by the squadron under the command of M. le Motte Piquet, from 74 to 36 guns. Captain Cornwallis immediately made the signal for his ships to form into a line ahead, and formed the best preparations in his power for resisting so unequal an attack. The event did him the highest honour, as will appear by the following official account transmitted by Sir Peter Parker to the admiralty board.

“The French came within gun-shot at five o'clock in the evening, and a running fight was maintained during the whole night, the enemy not choosing to go along side of our ships though they had it in their power. The morning of the 21st was calm, and the *Janus*, being

near the French commodore, kept up a constant and well directed fire, which obliged him to take the advantage of a light air of wind, to sheer off with the loss of his mizen-top-mast and fore-top-gallant-mast. The *Lion* and *Bristol* towed with their boats to the assistance of the *Janus*, which brought on a general firing for two or three hours. The remainder of the day was employed by the enemy in repairing their damages; and just before sun-set they made sail again after our ships, but did not come within gun-shot the whole night. Soon after day-light on Wednesday morning, the 22d, Captain Cornwallis saw three sail to leeward, which he imagined, and afterwards found, to be the *Ruby*, the *Niger* and *Pomona* frigates. The French immediately hauled their wind, and Captain Cornwallis chased them for five hours, but she declined the combat notwithstanding the *Janus* was disabled and Captain Cornwallis had only two 64 and one 50 gun ship to oppose to four sail of the enemy's line of 74 guns each. The names of the French ships are the *Hannibal*, *Hero*, *Vengeur*, *Diadem*, and the *Amphitrite* frigate. The French fired so injudiciously that there were only twelve men killed and wounded in the three ships. The marked conduct and intrepidity of Captain Cornwallis, and all the officers and men under his command, will, I flatter myself, give entire satisfaction to their lordships."

Another action soon after took place, which, though not so warm as the preceding, was far more disgraceful to the enemy from the circumstances which attended it, and consequently, if possible, more honourable to the English commanders.

Captain Cornwallis had attended Captain Inglis in

the Salisbury, with the homeward-bound convoy, through the Gulph of Florida; and having parted company on the 19th of June, afterwards proceeded according to his instructions, on a cruize to the northward, where he fell in, June 20, with a French squadron, commanded by Monsieur De Ternay, bound to North America: its force being ten or eleven ships of two decks, two of them carrying 84 guns each: three or four frigates, a cutter, and an armed brig; while, on the other hand, that under Captain Cornwallis consisted only of two ships of 74 guns each, the Sultan and Hector; two of 64, the Lion (his own ship), and the Ruby with the Bristol of 50 guns, and the Niger frigate. The enemy who were crossing the commodore's track, on discovering the British squadron hauled up towards him, several of their large ships stretching ahead of the rest, and particularly two of them, who, as soon as the Hector and Niger approached them, wore and edged down to rejoin their companions. The two squadrons had nearly approached each other, about half past four o'clock, and Captain Cornwallis then perceiving seven ships of two decks forming into a line, exclusive of others left for the protection of a fleet of transports which were in company, besides several frigates, made the signal for his own ships to form into a line ahead on the starboard tack. The enemy were at this time on the larboard tack, their convoy being two or three miles distant from them on their starboard quarter: some of their two-decked ships as well as frigates being under a press of sail to join the seven, which were already formed to oppose the English squadron. At this time the Ruby was so far to leeward, that the enemy would have weathered her, in consequence of which she was obliged

to tack, and Captain Cornwallis with the rest of the ships under his orders, immediately wearing to support their companion, became on the same tack with the enemy, who were prevented by this manœuvre from pushing any of their weathermost ships between the Ruby and the rest of the squadron. M. de Ternay's intention being thus frustrated, he edged away, forming his line, but although within distance, did not fire a single shot. At half past five o'clock Captain Cornwallis finding he had pushed the enemy sufficiently far to enable the Ruby to rejoin him, made her signal to tack; in consequence of which the enemy immediately hoisted their colours and began to fire. When the Ruby had fetched into the rear of the British line, she tacked also, the rest following her example in succession, still preserving their line. They kept up a very distant, and consequently harmless fire on the British squadron as they passed it on the contrary tack; but, as soon as their sternmost ship had stretched beyond the British rear, they bore up and joined their convoy. Such good use did they make of the approaching night to prevent all farther contest, that, on the succeeding morning, not one of them was to be seen.

The injury sustained by the British ships was so extremely trivial as scarcely to deserve being mentioned on any other ground than as a proof of the caution and backwardness of the enemy: it amounted only to the loss of the Ruby's jib-boom together with a shot through the slings of her fore-yard. Two men only were killed and five wounded, in the whole squadron. Mons. de Ternay, in his dispatches to his own court, is said to have paid, whether with intention or otherwise we cannot pretend to determine, the greatest pos-

sible compliment to the conduct of Captain Cornwallis. "Knowing," said he, "the magnitude of the expedition I was entrusted with, and finding from his conduct that the officer, who had the honour to command the British squadron, was not to be trifled with, I judged it most prudent to decline any action as much as possible."

Captain Cornwallis concludes his own account of this transaction, in the following very modest, though pointed terms:

"The whole of this matter is of small importance; but I thought it my duty to inform you of every particular for fear of misrepresentations, as the enemy are, sometimes, not very correct in their accounts.

"We flattered ourselves at first that it was a convoy, under the care of the four line of battle ships we met last cruise with some frigates: I am sure it was the sincere wish of my brother captains and every one of our little squadron. But I am to lament my ill-fortune that after having been entrusted by you with the command of five such ships and a frigate, that I should again meet the enemy so strong as to prevent our being able to attempt any thing against them."

On the 2d of October, the island of Jamaica was visited by a most furious hurricane, which extended its rage to almost all the other islands; it was attended with frequent and violent shocks of an earthquake; an extraordinary and sudden elevation of the sea broke in and overwhelmed the town of St. Jovanna Le Mer, and on its retreat swept every thing away, so as not to leave the smallest vestige of man, beast, or house behind. The wretched inhabitants, who had fled in time and escaped the ravages of this most wonderful phænomen-

non, on their return beheld nothing but ruin and desolation. Every part of the island felt the terrible effects of this hurricane but in a less degree. A very liberal subscription was raised by the merchants and planters for the relief of the unfortunate sufferers. The squadron which had sailed from Port Royal with the trade for Europe, under Rear-admiral Rowley, shared in this dreadful calamity. The admiral with five of his ships returned to Jamaica dismasted and in a most shattered condition. The Berwick separated, and being dismasted proceeded alone to England, where with difficulty she arrived almost a wreck. The Stirling Castle was totally lost on the Silver Keys, near Hispaniola, and the Thunderer foundered.

The following is a list of His Majesty's ships which suffered in this tremendous hurricane :

Thunderer, of 74 guns, Hon. Commodore Walsingham, Captain Nicholls ; lost, crew perished.—Stirling Castle, of 64 guns, R. Carket ; lost, fifty of the crew saved.—Phoenix, of 44 guns, Sir Hyde Parker ; lost on Cuba.—Deal Castle, of 24 guns, Joseph Hawkins ; lost on Porto Rico.—Endeavour brig, of 14 guns, Lieut. Woolridge ; lost on Jamaica.—Berwick, of 74 guns ; Hon. K. Stewart ; lost her masts, and bore away for England.—Hector, of 74 guns, Sir John Hamilton ; threw all her guns overboard, and lost her masts.—Grafton, of 74 guns, C. Collingwood ; Trident, of 64 guns, A. I. P. Molloy ; Ruby, of 64 guns, John Cowling ; Bristol, of 50 guns, Thomas Caulfield ; Ulysses, of 44 guns, T. D. Spry ; Pomona, of 28 guns, C. E. Nugent ; lost all their masts. Several other ships of war shared the same fate, and experienced the most

horrible distress from this dreadful conflict of the elements.

Captain John Moutray, of the *Ramillies*, was adjudged, by the sentence of a court-martial, to be suspended from the command of the said ship, for having suffered a large outward-bound fleet of merchantmen under his convoy to be captured by the enemy.

On the 2d of November, Captain John Inglis, in his Majesty's sloop *Zephyr*, of 16 guns, and 125 men, being at the entrance of the river Gambia, discovered four sail at anchor off Barra Point, which, on his nearer approach, he perceived to be a French ship of war, an armed transport and two sloops. At noon the enemy set fire to the transport and sloops. The ship of war got under sail, and stood nearer in shore. At one P. M. the *Zephyr* came alongside of her within pistol-shot; a warm action ensued; at four both ships run aground, and continued engaging with great violence until six o'clock, when the enemy struck. She proved to be the Senegal French corvette, of 18 six-pounders, and 126 men, twelve of whom were killed, and twenty-eight wounded, commanded by M. D'Allery, Lieut. de Vaisseau. This ship had been the *Racehorse*, in which Lord Mulgrave sailed on his voyage of discoveries in the Northern Ocean, but when taken, was the Senegal sloop.

The *Zephyr* had two men killed and four wounded; her bowsprit and main-mast was shot away, with the other masts and yards considerably damaged, and the hull so much so, that it was with great difficulty she reached Gorée. While refitting at this place, by some unknown accident the Senegal took fire, and before

the flames could be extinguished, she blew up. Lient. George Crofts, and twenty-two men perished.

In the month of November, His Majesty's ship *Sartine*, of 28 guns, in company with two of the Bombay armed snows, being off Mangalore, discovered two of Hyder Ally's ships at anchor close under the land, one of which they cut out with their boats manned and armed, and drove the other on shore. In performing this service, the *Sartine* having warped too near to cover the boats, at low water grounded on the rocks and bilged; her crews and stores were saved.

On the 8th of Detember, Sir Edward Hughes being off the above port with the squadron, discovered several vessels at anchor in the road. The water being too shoal for the ships to attack them, the admiral directed the boats to be armed, and to proceed under cover of two of the company's snows to attack and destroy them. The boats rowed in with great firmness, amidst a heavy fire from the enemy's ships, which they resolutely boarded and carried, setting fire to three which they were not able to bring off; took one, and forced another on shore, with several small vessels, which were destroyed. An armed snow was closely pursued; but by throwing her guns overboard, she escaped over the bar into the harbour. This service was not performed without some loss on the side of the British: Lieutenant Gosnam, of the *Burford*, and ten men were killed; Lieutenant Sutton, of the *Superb*, Lieutenant M'Lellan, of the *Eagle*, and fifty-one men wounded.

From hence Sir Edward Hughes proceeded with the squadron to Bombay to refit.

On the 4th of January, 1781, Lord Mulgrave, in

the *Courageux*, of 74 guns, being on a winter cruise in the channel, in company with the *Valiant*, a ship of the same force with his own, fell in with two French frigates, one of which being chased by the *Valiant*, his lordship pursued the other, which proved to be the *Minerva*, of 32 guns, and 316 men, taken from the English in the West Indies, at the commencement of the war. The sea ran very high at the time the *Courageux* got up with the chase, a circumstance which encouraged the Chevalier de Grimouard, who commanded the enemy's ship, and, in this instance, unfortunately for him, possessed a bravery bordering on frenzy, to attempt a resistance which the smallest reflection must have convinced him, was not only intemperate but nugatory and futile. The *Minerva* did not surrender till after a most obstinate contest of an hour's continuance, by which time all her masts were rendered unserviceable; her hull very considerably damaged; one of her lieutenants with forty-nine of the crew, killed; the captain himself with his nephew, and twenty-one other persons wounded, the greater part of them very dangerously. The *Courageux*, though far less injured in this very unequal and frantic contest—a contest prolonged in consequence of not one-twentieth part of her shot having taken place owing to the great swell, had, nevertheless, ten men killed and seven wounded, with her fore-mast, mizen-mast, and bowsprit, also very materially injured.

On the 6th of January, the Baron de Rullecourt, with about 800 French troops, favoured by an extreme dark night, landed on the island of Jersey; and marching unmolested across the country, in the morning at day-break surprised the town of St. Hillier; Mr. Cor-

bet, the lieutenant-governor, was made prisoner. The instant the alarm was given, Major Pierson, who commanded the troops, collected the regulars and militia on the heights above the town, and attacked the enemy with such impetuosity, that after a severe conflict he compelled them to surrender with great loss. It was to be regretted that Major Pierson, a brave and excellent young officer, fell at the close of the battle.

In the same month the Honourable Captain George Keith Elphinstone, in the *Warwick*, of 50 guns, and 300 men, on his passage down the channel, fell in with, and captured, after a smart action, the Rotterdam Dutch ship of war, of 50 guns, and 300 men. This ship had been before engaged with the *Isis*, of 50 guns, Captain Evelyn Sutton, who quitted her on pretence of his being sixty men short of complement. On the *Isis*'s arrival at Spithead, the Captains Sir Digby Dent, and John Dalrymple, were ordered to enquire into the conduct of Captain Sutton; whose report acquitted him of any misconduct or want of courage; this report not being altogether satisfactory, Captain Sutton was tried by a court-martial, of which Sir J. L. Rose was president. Captain Sutton's conduct appearing in some degree reprehensible, he was reprimanded.

The following is Capt. Elphinstone's official account of this transaction:

"I have the honour to inform the board of the arrival of His Majesty's ship under my command, and of my having cruized, in company with the *Edgar* and *Maidstone*, on the station pointed out by my orders; also that, on the 5th instant, having parted company from the above ships, I fell in with, engaged, and took, a two-deck ship under Dutch colours, (after having ad-

monished her commander to surrender without effect). She is the Rotterdam, belonging to the states-general, of 50 guns, and 300 men, commanded by Mynheer Volbergen, eleven days from Holland, bound to the West Indies. They had been twice attacked before this period. I had the good fortune to lose no man. The sails, masts, and rigging, are cut to pieces. I have great satisfaction in acknowledging the obligation I am under to the officers of each class.

The ship's company, notwithstanding their being young in service, and reduced in number by the several Dutch vessels we had manned, and sent into port, conducted themselves with becoming spirit and activity.

"I am, &c.

"G. K. ELPHINSTONE."

On the 9th Rear-admiral Sir Edward Vernon arrived at Crookhaven, on the coast of Ireland, with a squadron of ships of war, and twelve sail of Indiamen under his convoy from the East Indies, from 64 to 50 guns.

On the 12th, a very gallant action was fought off Cape Clear between the Drawblood privateer of 12 guns, commanded by Captain Devereux, and the Vrow Petronella Dutch ship letter of marque, mounting 18 nine-pounders, and 100 men, which after a desperate conflict of three hours, struck, with the loss of twenty-eight men killed, and thirty wounded; she proved a most valuable prize, being bound to Cadiz with naval stores. The Drawblood lost her fore-mast, and had eleven men killed; and sixteen wounded.

On the 13th of March, Vice-admiral Darby sailed from Spithead with the channel fleet, having under his convoy above 200 sail for the relief of Gibraltar. At

the same time Commodore Johnstone sailed with the East India convoy.

On the 22d, M. de Grasse sailed from Brest with twenty sail of the line; 6000 troops were embarked on board the fleet, destined for the West Indies: he had under his convoy above 300 sail. M. Suffrein sailed at the same time for the East Indies with five sail of the line.

In March, the *Cerberus*, of 32 guns, Captain Robert Mann, captured in the Bay, after a short action, the Grana Spanish frigate, of 28 guns, and 166 men; a lieutenant and six of whom were killed, and seventeen wounded. The *Cerberus* had two men wounded.

On the 2d of May, Sir George Collier, in the *Canada* of 74 guns, chased from the fleet, and after a fight of twenty minutes, and a chase of seventy leagues, captured the *Santa Leocadia* Spanish frigate, of 34 guns, and 280 men, sixteen of whom were killed, and twenty-five wounded. Don Francisco de Wythusien, Knight of St. Jago, her commander, lost his left arm in the action. The *Leocadia* was the first Spanish ship of war ever copped.

On the 14th, Sir James Wallace, in the *Nonsuch*, of 64 guns, being one of the look-out ships from the Channel fleet, gave chase to a large sail, which he soon perceived to be a French line of battle ship. At ten at night the *Nonsuch* got alongside of her, when a desperate engagement ensued; the ships fell on board of each other, and continued in this situation near an hour. The Frenchman's quarter hooked the *Nonsuch's* anchor, carried away the flukes of it, by which means she got clear, and made all the sail she could set to

get off. Sir James Wallace wore and pursued her, as well as his disabled condition would permit. It was five the next morning before he got up with her, when the action was renewed, and continued with great obstinacy till six, at which time the *Nonsuch* was a complete wreck, her masts, sails, and rigging cut to pieces, several guns dismounted, and her decks filled with dead and wounded men. In this situation Sir James Wallace thought proper to haul to windward. The enemy made sail and steered for Brest. It was afterwards understood that this ship was *L'Actif*, of 74 guns. The *Nonsuch* had twenty-six killed, and sixty-four wounded; among the latter were Lieutenants Spry, Falconer, and Market; Mr. Stone, the master, and Mr. Hotham, the boatswain.

On the 29th of May, a court-martial was assembled at Sheerness to try Captain Mathew Squires, of the *Ariadne*, Captain Agnew, of the *Fury* sloop, and Capt. Rains, of the London armed ship, on a charge exhibited against them for not bearing down and engaging three French privateers, when on a cruize in the North Sea, by which means they escaped. The court was composed of the following members, viz.

Vice-admiral Roddam, President.

Captains Samuel Gornish, George Murray, Charles Hope, Sir H. Parker, Robert Sutton, Elliot Salter, and James Orrok.

The charge not being proved against Capt. Squires, who it appeared had done his duty, he was honourably acquitted; but the Captains Agnew and Rains were sentenced to be dismissed the service.

On June 20, the Pheasant cutter, Lieutenant Mathews, on her passage from Jersey to Portsmouth with

a convoy, was overset in a violent gust of wind, and all on board perished excepting the master, pilot, and two boys.

On the 29th, the combined fleet of France and Spain sailed from Cadiz; it consisted of thirty Spanish ships of the line, commanded by Don Louis de Cordova, and Don M. de Gaston; and nineteen French ships of the line, commanded by the Count de Guichen, M. de Beausset, and M. de la Motte Piquet. This fleet, after having conducted a number of transports (on board of which were 10,000 troops, under the command of the Duc de Crillon, destined for the reduction of the island of Minorca) safe into the Mediterranean, proceeded to cruise off the mouth of the English Channel, in order to intercept an homeward bound West India convoy, in which they too well succeeded, by capturing a great number of the ships from St. Eustatia. M. de la Piquet carried nineteen sail into Brest.

On the 1st of August, the Flying Fish cutter, of 12 guns, and 64 men, captured off Whitby, after a smart action, the Mars Deux French privateer of 14 guns, and 74 men, four of whom were killed, and ten wounded. The Flying Fish had one man killed and nine wounded.

On the 5th, Rear-admiral Sir Hyde Parker fell in with, and fought the Dutch fleet under Admiral Zoutman, on the Dogger bank. This action, though upon a small scale, was conducted and fought in such a manner, that it recalls afresh to the memory those dreadful sea-fights between England and Holland which were witnessed in the 17th century. Both fleets had the charge of a convoy, notwithstanding which they were equally determined to meet and fight it out to the last. The British fleet being to windward, Sir Hyde Parker made

the signal for the merchant ships to keep their wind, and with the men of war bore down on the enemy, who were lying to, formed in the line of battle, which consisted of eight two-decked ships; and their large frigates, by intermixing with their line, took a very effective part in the action, by frequently raking, and doing considerable mischief to our ships in their masts and rigging. An awful silence prevailed; and not a single gun was fired on either side until within half musket-shot. The Fortitude being then abreast of the Dutch admiral, the action began, and continued with unceasing fury for three hours and forty minutes. By this time the fleets were unavoidably separated; the British ships were so disabled as to be quite unmanageable. Admiral Parker made every effort to form the line, in order to renew the action, but found it impracticable. The enemy's ships were equally cut to pieces. In this shattered situation both squadrons lay-to a considerable time near each other refitting; at last the Dutch admiral with his convoy bore away for the Texel; nor was it in the power of Admiral Parker to pursue them. The next day the frigates discovered the Hollandia, a Dutch man of war, of 68 guns, sunk in twenty-two fathoms water, her top-gallant-masts above the surface, and her pendant flying, which Captain Patten, of the *Belle Poule*, struck, and brought on board to Sir Hyde Parker.

In this dreadful battle 104 men were killed, and 339 wounded. Captain Macartney, of the *Princess Amelia*, was killed early in the action; his place was bravely supplied by Lieutenant Hill, who was also wounded. The number of officers who were slain and wounded amounted to thirty, viz.

Princess Amelia—Captain Macartney and gunner killed; Lieutenants Hill, Smith, and Leger, wounded.

Fortitude—Lieutenants Waghorne, Harrington, and Hinchley, the boatswain and pilot, wounded.

Berwick—Pilot and two midshipmen, killed; Lieutenants Skipsey, and Maxwell, Captain Campbell and Lieutenant Stewart of the marines, and six midshipmen, wounded.

Beinfaisant—Gunner wounded.

Buffalo—One lieutenant and boatswain wounded.

Preston—Captain Green, and 3d. lieut. wounded.

Dolphin — Lieutenant Dalby, killed; boatswain, wounded.

The Dutch exaggerated the account of this action very much; and the States General were beyond measure liberal in the praise, rewards, and honours which they bestowed on the officers, who were promoted to superior ranks, and flattered by some peculiar mark of distinction, either by medals, or the permission to wear epaulets on their uniform. Count Bentinck, who bravely fought the Batavia, was mortally wounded; he was soothed in his last moment by every honour and testimony of regard his country could bestow. Before his death he was created rear-admiral of Holland and West Friesland, and appointed adjutant-general to the Stadtholder. The most authentic accounts state the Dutch to have had 1100 men killed, sunk, and wounded. On the day after the action Sir Hyde Parker gave out the following memorandum to the squadron:

"Fortitude, at Sea, August 7.

"The admiral desires the captains of His Majesty's ships who were in the line on the 5th of August, to

to accept and communicate to the officers and seamen of the ships they commanded, his thanks and perfect approbation of their good conduct and bravery shewn on that day.

“HYDE PARKER.”

Various were the accounts given by the Dutch of this memorable action; the following, however, is that which was given by Rear-Admiral Zoutman in his public dispatches to the Prince of Orange.

“Sunday, August the 5th, 1781, at break of day between the hours of three and four in the morning, we saw a great number of strange ships to the N.N.W. of us; we got every thing ready for an engagement; the wind was N.E. rather fresh, and our course was N.W.; we made the signal to form the line of battle, at the distance of a cable's length from each other, and we advanced. The Ajax cutter, Captain Count de Welderen, came up in the mean time to make a report that the fleet we saw was a convoy of the enemy, which had sailed the 26th through the Sound, escorted by eleven English men of war, and four cutters. At seven o'clock the ships of war hoisted their English colours, among which there was a vice-admiral's flag, and bore down upon us, their convoy remaining to windward. I made the signal to tack, and we came up thus in order of battle, and took our station to the E.S.E. and ordered our merchantmen to the westward; we saw that the eight English men of war that bore down upon us in a line, were 60, 74, 90, and one of 40 guns. At eight the English Vice-admiral being abreast to windward of me, they turned with us, and the action began; at that in-

stant the fire was very brisk on both sides, and the whole line was engaged. It consisted of the following ships.

[Here the names of the ships are given.]

"I was constantly and very briskly cannonaded by two large ships; the engagement lasted until half-past eleven, and was very bloody. Our ships, nine included, were greatly disabled, and had received so much damage, that they could not be worked any longer. The English Vice-admiral must have equally suffered, for he wore to the eastward. At noon we took down the signal to engage, and bore away to the westward to repair our ships as much as possible, all being extremely crippled by the constant fire of so long an engagement. We perceived also that the English vice-admiral tacked about at half past twelve with his ships, and stood to the north west, where they remained floating to repair also their damage. Among their ships we saw one, a three-decker, whose main top-mast fell by the board.

"We found ourselves at noon, according to our estimation, at 55 degrees 56 minutes north latitude, and consequently the point of Ternaas in Norway N.N.E. one third N. 20 miles from us.

"As all the ships of war were become unserviceable, we made the signal for the convoy to run it, with the frigates the Mendenblik and Venus, and put themselves according to circumstances, out of danger, to avoid being taken, or falling into the hands of the enemy.

"In bearing away, the Batave, whose mizen-yard was turned upside down, and who had lost her mizen top-mast, almost fell on her side; one of her officers cried out to us that her captain was wounded, and the ship so disabled, that she was no longer manageable. I sent

two frigates to assist, and take her in tow, if necessary; but before they could come up with the Batave, she drove before the wind and came up to us. Captain Kingsbergen sent a boat with Captain Abreson and Captain Staringt, to report their situation, and that they were much crippled. I told them that as soon as we should be a little refitted, and able to manage the ships, I would make the signal to return to port. Captain Dedel made the signal of being greatly damaged; Captain Van Braam, that he was much embarrassed; I made the signal for the Zephir frigate to come alongside; she reported having spoken to Captain Van Braam, and that his ship had some shots under water; I sent her off immediately to give all possible assistance to the captains Van Braam and Dedel.

"In the mean time Captain Dedel fired several guns of distress, and steered his course southward towards the coast of Holland. I made the signal for Captain Van Wensel to come to speak to me, and I dispatched him to assist Captain Dedel, with orders to stay with him, and seek a port. Between four and five P.M. I made the signal to sail, upon which all the ships near us after having repeated the signal to Captain Kingsbergen, bore away as well as they could with what sails they could make use of. I drew near to Captain Braam, who cried out to me that he had several shot under water, and that his ship had made much water, but was now much diminished by the help of the pumps: in the evening we saw all the ships under sail with us.

"The Admiral de Ruyter has many killed and wounded; and is, as well as all the ships in general, damaged in their hulls, masts, and rigging; but I hope that with

the help of God we shall be able to gain a port of the Republic.

"I send this dispatch by Captain Count de Welderen, who can, in person, make a more ample report of the whole to your Serene Highness.

"I have the honour to commend myself to the gracious protection of your Serene Highness; and to subscribe myself with respect, your Serene Highness's most humble and most obedient servant,

(Signed,)

"J.A. ZOUTMAN.

"On board the States' Ship the Admiral de Ruyter, under sail in the North Sea, August 7, 1781, Kykduyn bearing South, one quarter East, 18 miles from us.

"N. B. All the officers and men on board all the ships have displayed a constant courage, and fought like lions, as well as my own people, all of whom I am extremely well satisfied with, from all the information I have received at present."

Admiral Parker immediately after resigned the command of the fleet in the N. Sea, and his son, Sir Hyde Parker (who had been knighted some time before for his eminent services in America) was appointed to the command of a squadron of frigates to block up the Dutch ports during the remainder of the season.

On the 14th of August, at nine o'clock in the morning, Captain Drury, in the Cameleon sloop of war, of 14 guns, and 125 men, came up with a large Dutch Dogger man of war, mounted with 18 guns, and 20 swivels; a close

and desperate action ensued, and continued for half an hour, when the Dogger on a sudden blew up. The shock was so violent, that it forced the people on board of the *Cameleon* off their legs; when the smoke cleared away, her top sails were observed to be on fire, which were instantly cut from the yards to save the ship. A most dreadful and horrid spectacle also presented itself; many of the limbs and mangled bodies of the Dutchmen were thrown in upon her decks, and sticking in the rigging. Captain Drury sent his boats in search of any of the unfortunate crew that might have escaped; but not a soul was found alive. The *Cameleon* had 12 men wounded: her rigging and sails were cut to pieces.

On the 11th of September, the combined fleet having suffered considerable damage in a violent storm; the French returned into Brest, and the Spaniards into Cadiz.

On the 2d of October the Spanish fleet again put to sea, consisting of 18 sail of the line, under the command of Don Miguel Gaston, for the purpose of protecting the *flota*, which was expected from the Havannah and South America, with immense treasure on board. On the 9th of October the *Guerrero*, *Arrogante*, and *Galardo*, of 70 guns each, part of the convoy, arrived at Cadiz; and on the 15th the rest of the convoy, with 62 merchantmen. On board the *Guerrero*, were 2,875,877 piastres, in gold and silver, in ore or in bars; nine large chests, containing 150 marks of wrought silver; three ditto of emeralds; 1097 bags of cochineal; 280 ditto of anil; 66 ditto of cocoa; and 26 chests of Vanilla chocolate. On board the *Arrogante*, were 2,737,029 piastres in gold and silver, in ore or in bars;

nine large chests with four marks of wrought gold; 116½ bags of cochineal; 293 ditto of anil; and 13 chests of chocolate.

On board the Gallardo, were 2,612,229 piastres in gold and silver, in ore or in bars; one chest with four marks of wrought gold; 1174 bags of cochineal; 193 ditto of anil; and 14 chests of chocolate. The 62 merchantmen had on board 4028 bags of cochineal, 234 of anil, 10 chests of Vanillo chocolate, 1447 bags of cocoa, 99,342 chests of sugar, 787 chests of medicines, 21,672 quintals of log-wood, 651 tanned hides, 37,933 rough hides, 3406 plates of copper, 25 chests of couries, 189 chests of roll tobacco and in sauff; 856 in cotton, 189 of Cavadilla, 76 of pimento, 139 pieces of mahogany, and six botilas of lintseed oil.

On the 14th Admiral Darby, who had sailed from Spithead with the channel fleet (July 20) on a cruize to the westward, sailed also from Torbay to cruize, for the protection of the homeward bound convoys: and having effectually performed this service, he returned into port.

In November the French fleet, under the Count de Guichen, put to sea from Brest, to escort their East and West-India trade safe to a certain latitude. It was no sooner made known to administration, than Rear-Admiral Kempenfelt was dispatched with a strong squadron to intercept them. On the 12th of December, at day-break, he had the good fortune to discover the enemy's fleet, (about 35 leagues to the westward of Ushant) much dispersed, their ships of war being at a considerable distance to leeward of the convoy. The admiral with that professional skill and ability by which he was eminently distinguished, resolved to profit by their situa-

tion, and endeavour to cut off the convoy, and afterwards to fight the enemy. Unfortunately he found their numbers far exceeding what report had stated them at, they proving to amount to 19 sail of the line, and 2 of 64 guns, armè en flute; nevertheless having a prospect, of being able to pass between the enemy's ships of war, and their convoy, this measure was very spiritedly carried into execution, in consequence of which 15 of the latter were taken and 3 or 4 sunk: a very material loss to the enemy, the prizes being laden with naval and military stores, and having about 1000 soldiers and 7000 seamen: they were bound to the East and West Indies. Many others had struck, but the weather at this time becoming thick and squally, the admiral discontinued the chase, in order to collect his squadron before dark, many of his ships being at a great distance astern. At day-light the next morning the enemy's ships of war were seen formed in a line to leeward; but Admiral Kempenfelt did not think it advisable to hazard another action, on account of the superiority of their force. Some days afterwards the Agamemnon picked up five more of the convoy.

On the 15th Admiral Sir George Rodney sailed from Spithead with a reinforcement to the fleet in the West Indies.

The dispute between Admiral Campbell, who acted on board the Victory as Admiral Keppel's captain, or captain of the fleet, and Sir Hugh Palliser, with respect to the division of the prize-money arising from the captures made by the fleet, was finally decided this year. Admiral Campbell claimed the share of a flag-officer; Sir Hugh Palliser resisted the claim, and the matter was referred to arbitration. Mr. Dunning was the arbiter

on the side of Admiral Campbell, and the Solicitor General on that of Sir Hugh Palliser; the umpire was Mr. Kenyon. The case was argued before the arbitrators, by Mr. Erskine for Admiral Campbell, and Mr. Hargrave for Sir Hugh. Mr. Kenyon decided against Admiral Campbell. This also determined the claim of Admiral Kempenfelt, about which there was a similar dispute. It has however been since settled, that the first captain to the fleet shall rank and share prize-money with a flag-officer.

We shall now take into consideration the foreign naval transactions:

On the 12th of April Vice-Admiral Darby arrived off Gibraltar with the fleet; the next day the victuallers and transports proceeded into the bay, under the protection of a detachment of ships of war, commanded by Sir John Lockhart Ross, who shifted his flag into the *Alexander*, and was ordered to superintend the landing of the stores and provisions, while the body of the fleet continued to cruize between the Straits and mouth of Gibraltar, to prevent any interruption from the Spanish fleet, should it venture out of Cadiz. As soon as Sir John Ross had completed the service on which he had been ordered, he rejoined the fleet, and the whole returned to England.

On the 22d of May, the *Flora* and *Crescent* frigates, commanded by the Captains Peere Williams, and the honourable Thomas Pakenham, being on their passage from Port Mahon, were chased by a Spanish 74-gun ship, and seven other small men of war, until the night of the 24th, when they escaped by altering their course in the night. The next morning they were off Gibraltar,

and apprized General Elliot of the squadron by which they had been pursued; and then stretched over to the coast of Barbary. On the 22d they discovered the Dutch frigates; but it then blowing a gale of wind, Captain Williams waited for a more favourable opportunity to bring them to action. The next morning the gale having abated, and the sea considerably fallen, the *Flora* and *Crescent* edged down towards them. At five each ship had arrived close alongside of her opponent. A furious engagement commenced, and continued without intermission for two hours and a quarter, when the ship opposed to the *Flora* struck her colours. She proved to be the *Castor* frigate, of Rotterdam, commanded by Captain Peter Melville, mounting 32 guns, and 230 men, 22 of whom were killed, and 14 wounded. The *Flora* had nine killed, and 32 wounded; among the latter was Mr. Ellery, the second lieutenant, who died afterwards of the wounds he had received.

The *Crescent's* antagonist continued the action some minutes longer, when by an unlucky shot, the former's main and mizen masts were carried away, and the whole of the wreck falling within board rendered all her guns useless, and the ship became ungovernable. In this situation, Captain Pakenham was reduced to the painful necessity of striking the King's colours to the *Brille*, a Dutch frigate of the same force with the *Castor*. The instant Captain Williams saw the fate of the *Crescent*, he, by great exertions, placed the *Flora* in such a manner as to prevent the enemy taking possession of her, who made off with as much sail as he could set. In this bloody conflict the *Crescent* had 26 men killed, and 67 wounded. Among the former was Captain Hayward, who being unemployed, served as a volunteer with Cap-

tain Pakenham. He was a promising young officer, and greatly regretted. The ships were all so extremely disabled, particularly the *Crescent* and *Castor*, which were with some difficulty kept afloat, that it was five days before Captain Williams was able to make any progress on his way towards the channel. On the 19th of June he discovered two large frigates bearing down upon them; at first Captain Williams shewed a disposition to give them battle; but as they still continued the pursuit, encouraged no doubt by the crippled appearance of his consorts, he, with the advice of his officers, separated, and each ship steered a different course. The *Castor* about one o'clock was retaken by one of the frigates; and in the night the *Crescent* shared the same fate.

Early in July, the Honourable Captain Thomas Pakenham was tried by a court-martial at Portsmouth, for having struck the colours of His Majesty's late ship the *Crescent*, in an engagement with the *Brille* Dutch frigate in the Mediterranean. The evidence being closed, and Captain Pakenham heard in his defence, the court pronounced the following highly honourable sentence, viz.

"The court are unanimously of opinion, that the Honourable Captain Pakenham throughout the action, in a variety of instances, behaved with the coolest and ablest judgment, and with the firmest and most determined resolution; and that he did not strike the *Crescent's* colours until he was totally unable to make the smallest defence; the court therefore doth unanimously and honourably acquit the honourable Captain Pakenham. The court cannot dismiss Captain Pakenham, without expressing admiration of his conduct on this

occasion, wherein he has manifested the skill of an able and judicious seaman, and the intrepidity of a gallant officer; and from the great and extraordinary number of killed and wounded on board the *Crescent*, as well as the state she was in at the time of her surrender, the court expressed their highest approbation of the support given by the officers and men of the *Crescent* to their captain, and of their courage and steadiness during the action; a circumstance that, at the time it reflects high honour on them, does no less credit and honour to the discipline kept up by Captain Pakenham."

On the 7th of August, Captain Roberts, in the *Helena* brig, being becalmed off Cabareta Point, when bound into Gibraltar, was attacked by fourteen Spanish gun-boats, and several armed launches, sent from Algeziras. Captain Curtis, in the *Brilliant*, then lying in the bay, went out to his assistance with two gun-boats, and the boats of the ships armed. After a gallant defence they obliged the Spaniards to retreat into Algeziras: and a breeze springing up, the *Helena* got safe into the bay, with the loss of only her boatswain. Her masts, rigging, and sails were cut to pieces by the grape-shot.

On the 20th of August, the French and Spanish army effected their landing on the island of Minorca without opposition, under the command of the Duke de Crillon; not long after it was joined by six French regiments from Toulon, commanded by Count de Falkenhagn.

On the 23d of January, the squadron under Admiral Arbuthnot, which was lying in Gardiner's Bay, North America, suffered considerable damage in a violent storm. The *Culloden*, of 74 guns, was driven ashore on the east end of Long Island, and totally lost, her

crew were saved. The Bedford was dismantled and otherways much damaged. The America was forced to sea, and for some time there were great apprehensions of her being safe; she, however, after encountering some difficulties, rejoined the squadron. The Culloden's masts being fortunately saved, they were put on board the Bedford.

On the 29th, Captain Andrew Barclay, in the Blonde frigate, with the Delight and Otter sloops, and some galleys and gun-boats, co-operated with the detachment of the army sent by Colonel Balfour from Charlestown, under the command of Major Craig; and sailing up Cape Fear River, compelled the town of Wilmington and the American troops who appeared for its defence, to surrender at discretion. Six or seven armed vessels were captured in the river.

On the 16th of March, Vice-admiral Arbuthnot being about fourteen leagues from Cape Henry, discovered the French squadron, under M. de Ternay. At two in the same afternoon, a partial engagement commenced; the brunt of which fell chiefly on the Robust, Europe, and Ardent, until the rest of the van and centre could come up to their assistance; it then became more general, and continued till three o'clock; when the enemy bore up, and ran to leeward. The very crippled condition of the three van ships, prevented Admiral Arbuthnot from pursuing the enemy. The next day the squadron anchored in Lynn Haven Bay, to repair the damages it had sustained. The loss in this action amounted to thirty men killed, and seventy-three wounded. Among the former was the Hon. Mr. Littleton, lieutenant of the Robust.

On the 8th of May, the province of West Florida

surrendered to the Spaniards. The *Mentor* and *Port Royal* sloop of war, commanded by the Captains Dean and Kelly, were captured.

On the 16th of July, the *Charlestown* frigate, of 28 guns, Captain Evans, with the *Allegiance* and *Vulture* sloop of war, on their passage to Spanish River, with a fleet of merchantmen, to load coals, fell in with, and were attacked by two French frigates, *L'Astrée*, of 40 guns, and *L'Hermione*, of 36 guns, which after a stout resistance, they beat off, and saved their convoy. The *Charlestown* had eight men killed, and fourteen wounded; amongst the former was Captain Evans, a most vigilant, active, and gallant officer. The *Vulture* had one man killed and two wounded.

On the 7th of August, the *Medea*, of 28 guns, being on a cruize off the *Delawar*, fell in with and captured the *Belisarius*, American frigate, of 20 guns, and 147 men.

On the 9th, the *Isis*, of 32 guns, after a running action of one hour, took the *Trumbull*, American frigate, of 32 guns, and 200 men.

On the 25th, Rear-admiral Sir Samuel Hood arrived off the Chesapeake, with a fleet from the West Indies; and from thence proceeded to Sandy Hook, where, on the 31st, he was joined by Rear-admiral Graves, with five sail of the line, who took on him the command in chief of the fleet, and sailed in quest of the enemy. On the morning of the 5th of September, between nine and ten o'clock, the frigate detached by Mr. Graves to look out ahead, discovered the enemy's fleet lying within Cape Henry. Between ten and eleven o'clock it was seen by the whole fleet, and though its number could not be ascertained, on account of the close though con-

fused manner in which their ships were anchored, as is customary with the French nation, yet its force was not supposed to consist of more than fifteen ships of the line: Admiral Graves formed his force in a line ahead and advanced towards the enemy with all expedition. At half past two the enemy began to get under weigh and ran out to seaward, to leeward of the British line; they were discovered about two o'clock to consist of twenty-four heavy ships of the line, a circumstance which then first convinced the English of the arrival of the Count de Grasse. When the van of the English had passed on the contrary tack to that of the French, so far, that the enemy's headmost ship was nearly abreast of the London (on board of which ship Adm. Graves had his flag) the signal was made to wear as well for the purpose of bringing the fleet on the same tack with the enemy, as of avoiding a shoal called the Middle Ground which the headmost ships had very nearly approached. The signal for this purpose was made at eleven minutes past two, and the English fleet continuing to approach that of the enemy as fast as the Count de Grasse, who kept occasionally edging away, would permit them, about a quarter past four the action commenced between the van of each fleet, and progressively extended to the twelfth ship in the English line. Here it is to be observed that the van of both fleets were fairly abreast of each other, but the rear of the French fleet was considerably to leeward of its van and centre, and from the circumstance of its consisting of five ships more than that under Admiral Graves, reached a considerable distance beyond his rear-division to the westward. The enemy taking every possible opportunity of bearing away, the seven rear ships were not at all engaged.

The contest ended with the setting sun, and, short as it was, several of the English ships received so much damage that, added to their having come from the West Indies in a very indifferent condition for service, the situation of Admiral Graves might at least have been precarious had the enemy vigorously taken advantage of their superior number and force; that of the English being rendered still more inferior to them from the necessity of destroying the *Terrible*, of 74 guns, three days after the action, she having received some injury in the engagement, and having been obliged to keep five pumps going when on her passage to America. The *Princessa*, *Shrewsbury*, *Intrepid*, and *Montague*, sustained so much damage that it took a considerable time to put them in a state fit to renew the action: the *Ajax* was also extremely leaky. The fleets continued in sight of each other for five days without the enemy having manifested the smallest inclination, notwithstanding their superiority, of renewing the action. The Count de Grasse then taking advantage of a favourable change of wind, pushed for the Chesapeake, and having anchored his fleet, bid defiance to any attempt that could be made to dislodge him. The event of this action caused some murmurs both in the nation and on board the fleet; happily for the service they soon subsided. The loss sustained by the British fleet amounted to 90 killed, and 230 wounded. Captain Mark Robinson was among the latter, who lost his leg. Admiral Graves now followed the resolutions of a council of war, and returned to New York.

The *Richmond* and *Isis* frigates, which had been sent by the admiral to cut away the buoys from the

French ships' anchors (many of them having been obliged to slip or cut their cables), were intercepted and taken.

We shall now subjoin an extract from the account given in the *Paris Gazette* of this action. After relating the movements of the fleet from the West Indies till its arrival on the coast of America—it thus proceeds:

“The fleet was waiting at Lynn Haven anchorage; intelligence of the march of General Washington, and the return of the boats and shallows, when, on the 5th of September, at eight in the morning, the frigate on the look-out made signals of twenty-seven sail in the east, directing their course for Chesapeak Bay; the wind was in the north-east quarter. Shortly after it was discovered that the fleet in sight was the enemy, and not Count de Barras, whom we expected; by crowding sail they were soon near enough for us to perceive clearly that they were ranged in a line close on the starboard tack, and were sending strong ships to their van. The moment the frigate made the signal for a fleet in sight, the Count de Grasse gave orders to prepare for battle, for the row-vessels to return from the watering-place, and to get every thing ready for sailing. At noon, the tide permitting the fleet to get under way, the signal was thrown out for that purpose, and also the signal for the ships to form with all possible expedition, without attending to the general order of battle. The captains executed their manœuvres with such celerity, that, notwithstanding the absence of near 1800 men, and 90 officers, employed in landing the troops, the fleet was under sail in less than three quarters of an hour and the line formed.

"The Languedoc, commanded by the *Sieur de Mont-tril*, commodore of the white and blue, being directly ahead of the *Ville de Paris*, and the *Count de Grasse* seeing there was no general officers to his rear division, gave him verbal orders to go and take command of it.

"The enemy came from the windward, and had kept it in forming their line, close hauled on the starboard tack. At two o'clock they wore altogether, and stood on the same tack with the French fleet, but the two fleets were not ranged in parallel lines; the rear of Admiral Graves being greatly to windward of his van. At three, the headmost vessels of the French fleet found themselves, by the diversity of the winds and currents, too much to windward for their line to be well formed. The *Count de Grasse* made them bear away, in order to give all his ships the advantage of supporting each other; when they had bore away sufficiently they kept their wind; the van of the two fleets now approached each other within musket-shot. At four o'clock, the van, commanded by the *Sieur de Bougainville*, began the engagement with a very brisk fire, and the center ships joined them in succession. At five, the wind having continued to vary considerably, again placed the French van too much to windward. The *Count de Grasse* ardently wished that the battle might become general, and to dispose the enemy to it, ordered his van to bear away a second time. That of Admiral Graves was very roughly treated, and he profited by the advantage of the wind, which rendered him master of the distance, for to avoid being attacked by the French rear, which exerted every effort to come up with his rear and center. The setting sun terminated the combat. The English fleet kept the

wind, and having also preserved it the next day, employed it in repairing. The 7th, at noon, the wind shifted in favour of the French fleet; the Count de Grasse approached that of the enemy, and manœuvred in the evening to keep the wind during the night. The 8th, at day-break, Admiral Graves took advantage of a variation of the wind, which favoured him in an attempt to gain the wind of the French fleet, but the Count de Grasse perceiving it, made his fleet tack all at the same time, which, by this movement, was ranged in a regular line of battle, bearing down upon the enemy, who were in an ill-formed line, on the contrary tack, and who, in spite of their bad position, seemed inclinable to dispute the weather-gage. The Count de Grasse made a signal for the leading ships to pass close ahead of those of the English. The enemy then undertook to form themselves on the opposite tack, with the wind ahead, in order to present themselves in a line of battle on the same tack with the French fleet. Admiral Graves perceived how very dangerous this manœuvre was, and that by persisting in it, he should give the French fleet the advantage of attacking him, while his movement was only half formed. Three ships only had begun this manœuvre, when he made his fleet bear away before the wind to form by his rear; this manœuvre totally gave up the weather gage to the French fleet, and the English made off, all sails set. In the night between the 8th and 9th the wind changed in their favour. The evening of the 9th, the Count de Grasse regained it by his manœuvres, and by the advantage he had of being able to make more sail than the English squadron, his vessels having suffered less. In the night between the 9th and 10th the enemy disappeared.

The Count de Grasse seeing the difficulty there was of forcing Admiral Graves to battle, and fearing lest some variations of the wind might permit the enemy to get before him into the Chesapeak, he took the resolution to return thither, to continue his operations, and to re-ship his seamen. The Glorieux and Diligente joined the fleet the 10th in the evening. On the 11th the two frigates, the Richmond and Isis, which had sailed the evening before him from the bay of Chesapeake, where they had been to cut the buoys of Count de Grasse's fleet, fell into his hands. The fleet anchored the same day at Cape Henry, where Count de Barras arrived in the evening.

"The French fleet in the affair of the 5th, consisted of twenty-four ships and two frigates. Admiral Graves re-inforced by Hood, had twenty ships, of which two were three-deckers, and nine frigates and sloops. By their own confession, five of their ships was considerably damaged, particularly the Terrible of 74 guns, the sixth ship of the line, and to which they set fire the night between the 9th and 10th, not being able to keep her above water. Only the fifteen first mentioned ships of the French line were engaged, and they had only an equal number to combat; the five which composed the English rear having declined to come within reach."

The rest of the account relates only to the operations of the army till the surrender of York and Gloucester. The Count de Grasse quitted his anchorage, at Lynn Haven, on the 18th, and took that above the Middle Ground and Horseshoe, to be the better able to defend the passage, in case Admiral Graves, re-inforced by Rear-admiral Digby, should attempt to succour Lord

Cornwallis. It enabled the count also to accelerate the siege, by the easier transporting of stores, &c.

On the 24th, Rear-admiral Digby arrived at Sandy Hook, from England, with three sail of the line, the Prince George, of 98 guns, his own ship; the Canada, of 74 guns, Hon. William Cornwallis, and the Lion, of 64 guns, J. Fowkes.

On the 6th of September, Captain Charles Stirling, in the Savage sloop of war, of 14 guns, and 125 men, being on a cruize off Charlestown, fell in with and was captured, after a furious and bloody conflict, by the Congress privateer, mounting 20 twelve-pounders, and 4 six-pounders, with a complement of 215 men, commanded by Captain Geddes. Captain Stirling did not surrender the King's ship until his mizen-mast was shot away, the main-mast in imminent danger of falling overboard; several of the guns rendered useless, eight men killed, and twenty-six wounded. Amongst the former was the master; and among the latter were Captain Stirling, Lieutenant Shields, and three midshipmen. The Congress had eleven men killed, and thirty wounded.

On the 10th, Captain Bazely, in the Amphion, with a small squadron, in conjunction with General Arnold, destroyed the town of New London, together with several magazines full of stores, and all the vessels in the harbour. The general, in his public orders, pays the following handsome compliment to Captain Bazely—

“The commander in chief has likewise the greatest pleasure in taking this public occasion of signifying to the army how much they are indebted to the great humanity and benevolence of Captain Bazely, of His Majesty's ship Amphion, to whose very friendly and

generous assistance, many of the wounded officers and men are most probably indebted for their lives."

(signed) FRED. MACKENSIE, D. A. Gen.

The Chatham, of 50 guns, commanded by Captain Andrew Snape Douglas, being on a cruize, fell in with and took, after a short action, La Magicienne, French frigate, of 32 guns, and 280 men, thirty-two of whom were killed, and sixty four wounded. The Chatham had two men killed, and four wounded.

Rear-admiral Graves, after he had concerted measures with Sir Henry Clinton, the general in chief at New York, arrived at Sandy Hook, September 19, where he was joined by the Prudent of 64 guns; as he was at New York, by the Robust of 74 guns; and, on the 24th, by Rear-admiral Digby, from England, with the Prince George, of 98 guns: the Canada, of 74 guns; and the Lion of 64 guns. He was moreover reinforced, Oct. 11, by the Torbay, of 74 guns; and the Prince William, of 64 guns, from Jamaica. His force thus concentrated, consisted of twenty-seven ships of two decks, two of them, the Warwick and Adamant, mounting 50 guns only. The utmost dispatch was used in embarking as many troops as could be spared from the defence of New York, amounting to upwards of 7000 men: but this duty and the indispensibly necessary repairs of the different ships, made it the 19th of October before the fleet was in a condition to put to sea. Admiral Graves arrived off the Chesapeake on the 24th, and then had the mortification to learn that Earl Cornwallis had been obliged to capitulate on the 18th, the day before the fleet sailed from New York. By this unfortunate event, nearly 6000 British troops

and 1500 seamen, fell into the hands of the enemy. The Chosen, of 44 guns, with several transports, was burnt during the siege. The Guadaloupe, of 28 guns, the Bonnetta sloop of war, and many transports, were taken.

The fleet of the enemy consisting at this time of upwards of thirty ships of the line, was anchored in the form of a crescent at the entrance of the York river, between the sands called the Horseshoe and the York Spit, the Ville de Paris in the center. Formidable as were their numbers, and judiciously chosen as was their position, the rear-admiral stood in close to the back of the sands during two succeeding days, in hopes of provoking them to risk another action and give him an opportunity of retaliating on them for the success the French admiral had co-operated in procuring to the united arms of France and America on shore. The enemy had not, however, the smallest inclination to put any thing to the hazard; so that, with the slight gratification of having insulted and dared them to combat with so inferior a force, Admiral Graves was obliged to make sail on the 29th for Sandy Hook, and anchored there with his whole fleet in safety on the 2d of November. On the 10th he resigned the command of the fleet to Rear-admiral Digby, and proceeded to Jamaica in the London; to which command he had received his appointment.

On the 28th of May, the Atalanta sloop of war, of 14 guns, and 125 men, commanded by Captain Edwards, and the Trepassey of 14 guns, and 80 men, Captain Smith, being on a cruize on the banks of Newfoundland, at noon on that day were attacked by the Alliance, American frigate, of 40 guns and 250 men.

The sloop made a most determined and resolute defence ; at one o'clock Captain Smith, of the *Trepassey*, was killed. Lieutenant King, on whom the command devolved, continued the action with great gallantry for two hours longer ; at this time the *Trepassey* being a complete wreck, with five men killed, and ten wounded, and the ship ungovernable, he was obliged to strike. Captain Edwards, in the *Atalanta*, still maintained the action with uncommon bravery ; but his antagonist having no longer any other to contend with, compelled him also to surrender, with the loss of many men, and the ship dreadfully cut to pieces. Mr. Samuel Arden, her lieutenant, behaved with unexampled bravery ; having lost his right arm in the action, the instant it was dressed, he resumed his station upon deck, and animated the men to fight gallantly, where he continued till the ship struck. For this meritorious and heroic conduct, Mr. Arden was made a master and commander, and soon after promoted to the rank of post-captain.

On the 3d of February, Admiral Sir George Brydges Rodney, and General Vaughan, captured the Dutch island of St. Eustatia. The *Mars*, a fine Dutch frigate of 38 guns, and 300 men, commanded by Count Byland, and five other vessels of war, from fourteen to twenty-six guns, all ready for sea, were taken in the road, together with upwards of 180 sail of merchantmen, many of them richly laden.

Sir George Rodney having learnt that a Dutch convoy, under the escort of a 60 gun ship, had sailed thirty-six hours previous to his arrival in the bay, dispatched Captain Reynolds, in the *Monarch*, with the *Panther* and *Sybil*, in pursuit of them. Captain Rey-

nolds had the good fortune to overtake and capture the whole convey, together with the man of war (the Mars), which made a short resistance before she struck, by which an admiral, who was on board, was killed.

Soon after the capture of St. Eustatia, the island of Saba, St. Martin's and all the other Dutch settlements in the West Indies, excepting Curacoa, fell into the possession of Great Britain.

On the 2d of March, the Dutch colonies of Demerary and Issequibo surrendered to Captains Pender and Day, of the Berbuda and Surprize sloops of war. Some days previous to the arrival of the sloops of war, the following British privateers entered the River Demerary, and carried off eight large ships, three snows, and two brigs, all very richly laden, bound to Holland.

Privateers.	Guns.	Commanders.
Bellona, (ship).....	28.....	Pat. Driscoll;
Mercury, (ditto)	24.....	R. Craig;
Porcupine, (scho.) 18.....		J. Jackson; belonging to Bristol.
Hornet, (ship).....	32.....	J. Kimber; Liverpool.
Halter, (scho.)	8.....	Od. Whitehouse;
Polly, (ditto).....	4.....	Newbold; Barbadoes.

The vessels taken in the River Demerary by the ships of war were—one ship, one snow, and two schooners. In the Issequibo River—five ships, two snows, and three schooners, most of them laden with tobacco, sugar, and coffee, bound to Holland.

On the 29th of April, Rear-admiral Sir Samuel Hood, having been detached by Sir George Rodney, with seventeen sail of the line, to cruize off Fort Royal, Martinique, fell in with the French fleet, under the Comte de Grasse, which consisted of twenty-four sail of the line.

Notwithstanding the superiority of the enemy's fleet, Sir Samuel resolved, if possible, to bring them to action. To increase this disparity of force, the British fleet was unfortunately carried so much to leeward as not to be able to prevent four ships of the line, previously in Fort Royal Bay, from slipping their cables and joining the French admiral. A partial action commenced about half an hour before noon, and continued, though at a very great distance, till eighteen minutes past three. The causes which prevented the encounter from becoming more general as well as closer, will be best explained by the following short extracts from the account given by Sir Samuel Hood to the commander in chief:

"At half past twelve, the French admiral, in the *Bretagne*," by mistake for the *Ville de Paris*, "began to fire at the *Barfleur*, which was immediately returned, and the action became general but at too great a distance, and I believe, never was more powder and shot thrown away in one day before, but it was with Mons. de Grasse the option of distance lay; it was not possible for me to go nearer." And again, "finding not one in ten of the enemy's shot reached us, I ceased firing."

In this skirmish, however, some of the van ships received considerable damage, particularly the *Russey*, the *Centaur* (whose captain, Nott, and first lieutenant, Plowden, were killed), the *Intrepid* and *Torbay*. The

loss of men was inconsiderable, thirty-six only being killed, and 161 wounded, the greater part very slightly. Sir Samuel concludes his account in the following handsome and modest terms:

"I think it very much my duty to say that the zeal and exertion of Rear-admiral Drake, and of the captains, officers and men, I had the honor to command, were such that if Mons. de Grasse had thought fit to have brought His Majesty's squadron to close action, and it should have pleased God to have given him the victory, I trust he would not have found it an easy one, great as the superiority of the enemy was against us."

Sir Samuel Hood used the utmost expedition in repairing such damages sustained by the fleet as could be refitted for sea; he sent those ships, whose injuries exceeded such assistance into St. Eustatia and St. Lucia, under orders to rejoin him with the utmost dispatch, and he repaired with the remainder to a given rendezvous.

On the 2d of May, twenty-one sail of the St. Eustatia convoy were captured by a French squadron, of eight ships of the line, under M. de la Motte Piquet.

On the 11th of May, the Marquis de Boullé and Comte de Grasse made a fruitless attempt to dispossess the British forces of the island St. Lucia. The Captains Rodney, Smith, and Hitchins, of the navy, were landed with a body of seamen and marines to command the batteries at the Nigre, while another proceeded with Captain Robert Linzee to defend the Morne. On the 12th the French fleet, consisting of twenty-five sail of the line, entered Gross-isle Bay; but, by the well directed fire of the batteries on Pigeon Island, conducted

by Lieutenant Miller, of the navy, they were soon compelled to abandon their design, and stand out to sea.

On the 26th, Sir George Rodney having received intelligence by the Rattlesnake sloop of war, that a French squadron, under M. de Blanchelande, had appeared off the island of Tobago, and landed a large body of troops, instantly detached Rear-admiral Drake with six sail of the line to its relief. On the 30th, Admiral Drake made the island, and at the same time discovered the enemy's fleet to leeward, consisting of twenty-seven sail of the line. Notwithstanding their great superiority, the admiral used every effort to throw succours into the island, but finding them all ineffectual, he hauled his wind, and dispatched a sloop of war to inform Sir George Rodney with the strength of the enemy.

On the 2d of June, the island of Tobago surrendered to the French arms. On the same day Rear-admiral Drake arrived in Carlisle Bay, Barbadoes. The following day Sir George Rodney put to sea with twenty-one sail of the line, having on board a large body of land forces under the command of General Vaughan; and proceeded to the island of Tobago, in hopes of being in time to save it from falling into the hands of the enemy. On the 6th, he got sight of the French fleet off the island, which he then learnt had been necessitated to surrender. The superiority of the enemy's fleet induced Sir George Rodney not to risk either the recovery of Tobago, or an action, lest he should have been carried so far to leeward, as to endanger the island of Barbadoes.

On the 31st of July, Sir George Rodney resigned

the command of the fleet to Sir Samuel Hood, and returned to England for the re-establishment of his health.

On the 5th, the Comte de Grasse sailed with the French fleet from Martinique to St. Domingo; soon after Sir Samuel Hood proceeded with the British fleet to North America, to avoid the hurricane months. On the 5th of December, he again returned to the West Indies,

On the 26th of November, the island of St. Eustatia was surprised and taken by a body of French troops, under the command of the Marquis de Bouillie.

The squadron at Jamaica was still commanded by Sir Peter Parker, whose cruizers in general were very successful. Towards the end of the year Rear-admiral Graves arrived at Port Royal from America.

On the 25th and 26th of February, the combined squadron of France and Spain, under the command of M. de Monteille and Don Solano, being on a cruize off Cape Francois, was overtaken by a violent storm, in which it suffered considerable damage, and was obliged to bear away for the Havannah. Two Spanish ships foundered; two were for some time missing, and four dismasted. The French had one ship run ashore, one sunk, and two dismasted. It was believed that the number of souls who perished amounted to 2180.

On the 20th of April, the Resource, of 28 guns, and 200 men, commanded by Captain Bartholomew Rowley, being on a cruize off Cape Blaise, fell in with, and captured, after a smart action, the Unicorn, (formerly in His Majesty's service) of 20 guns, eight carronades, and 181 men. The Resource had fifteen men killed, and thirty wounded.

On the 1st of August, the island of Jamaica was visited by a most dreadful hurricane, which destroyed several plantations, and damaged many others; above ninety-seven merchant vessels were driven ashore in Port Royal harbour, some of which were entirely lost, with part of their crews. The Ulysses, of 44 guns, and Southampton, of 32, were entirely dismasted. The Pelican, of 24, Captain Cuthbert Collingwood, was lost off the Morant Keys; the crew, excepting four, were fortunately saved.

On the 22d, the homeward bound trade sailed under convoy of seven sail of ships of war; soon after they were separated in a heavy gale of wind: the Torbay, Prince William, and Janus, bore away for America; some of the merchantmen foundered, and others put back to Port Royal. The Albion and Princess Royal, reached England with the remainder in the month of November; the latter in a most leaky, shattered, and sickly condition. On her arrival at Spithead she had only bread on board for three days.

In August, Captain William Affleck, in the Southampton, of 32 guns, being off Cape Francois, fought La Surveillante French frigate, of the same force for a considerable time; at length they mutually desisted, and sheered off from each other. The Southampton had six men killed and twenty-five wounded.

A court of enquiry is said to have been convened here, by which Captain John Meutray, late of the Ramillies, was suspended from the command of the above ship by the sentence of a court-martial, for misconduct on his passage out with the convoy, by which they were intercepted, and many of them captured by the combined fleets.

On the 16th of April, the squadron under Commodore Johnstone, consisting of the Romney, 50 guns, Hero, 74; Monmouth, 64; Jupiter, 50; and Isis 50; Terror, bomb-vessel; Infernal, fire-ship; and Rattlesnake, cutter; was surprised and attacked by a squadron of French ships of war under Mons. de Suffrein, in Port Praya Bay, in the island of St. Jago. The best account we can lay before our readers of this action, will be the commodore's letter on the occasion:

"On the 16th of April, at half past nine o'clock in the morning, being at anchor in Port Praya, in the island of St. Jago, with the squadron of His Majesty's ships under my command, together with the East India ships, transports, and victuallers, who sailed with us from England, the Isis (which ship lay the farthest to leeward) made the signal for seeing eleven sail in the Offing, towards the N. E.

"I was then absent in a boat, giving directions for moving some ships which had been driven too near each other.

"As soon as I saw the signal for so many strange ships, I instantly returned on board the Romney, and made the signal for all the persons to come from the shore, and to repair on board their respective ships, having at that time not less than 1500 persons absent from the fleet, who were employed in watering, fishing, and embarking live cattle, with other occupations necessary to the dispatch in refitting so many ships, besides a number of the officers and troops who were taking the recreation of the shore.

"As soon as the signal was made, and enforced by the repeated firing of guns, and after a boat had been dispatched to the shore, to give more expedition and

effect to the embarkation, a signal was made to unmoor and another to prepare for battle.

"I went on board the *Isis* to make my observations on the strange ships, as they could only be seen from that ship, on account of the east point of land which intervened.

"From the *Isis* I plainly discovered five large ships of the line, and several smaller ships, standing in for the land; the large ships being separated from the convoy, and making signals by superior and inferior flags, which plainly denoted that they were French.

"Upon this I returned on board the *Romney*, calling to the East India ships, as I passed and re-passed, to prepare for battle; for most of them were yet heedless of the signals which had been made.

"At a quarter before eleven o'clock the strange ships appeared, coming round the east point of land, drawn up in a line, and leading into the bay. His Majesty's ships of war (excepting as to the people who were absent on shore) were by this time prepared to receive the enemy, if they should offer any insult.

"We plainly perceived they intended an attack, by the springs which were passed to their cables along the outside of the ships: and we knew the small regard which the French usually pay to the law of nations, when they are possessed of a superior force; or find it convenient to dispense with such obligations; and in this our expectations we were not disappointed: for with much courage and seeming determination the French commodore led on within two cables length of the *Montmouth*, *Jupiter*, and *Hero*, passing the *Diana*, *Terror* bomb, and *Infernal* fire-ship, who lay without the rest of the ships: here he hoisted his broad pendant,

and displayed the French colours; he then hauled up his courses, and fired two shot at the Isis from his larboard bow as he luffed up, and immediately after, permitting his ship to shoot up in the wind, as far as the force with which the ship was sailing enabled her, he dropped his anchor abreast of the Monmouth, and began to fire away among the ships as fast as he could discharge and load. His sails, however, were still flying about in great confusion, so that the spring on the cable did not hold when the ship was checked to bring up, and he drove abreast of the Hero.

"After the two guns mentioned above had been discharged with shot, the fire from His Majesty's ships opened upon the enemy with great power and effect.

"The next French ship which followed their commodore anchored ahead of him; the third endeavoured to pass through for the Romney; but being unable to weather the different ships, he anchored astern of his commodore, and continued there for a short space, driving about with his sails loose, until he boarded the Fortitude and Hinchinbroke East India ships, and then went to sea. The fourth ship ran on different lines, luffing and bearing up as he passed among the skirt of our ships, and firing and receiving fire as he sailed along, but seemingly in great confusion also, and at last, with much difficulty, he wore clear of the reef on the west point without us.

"The fifth ship ran among the merchant vessels also, firing at all, and attempting to board two or three as she passed along, without success.

"In a quarter of an hour after the first gun, several of our East India ships had recovered the alarm, and were firing at the enemy, and some of them in well

directed lines: two or three however had struck their colours, and thrown the company's packets overboard, and others prudently put to sea.

"The Romney could only fire in two openings, and this under a precision which was cautiously observed; neither could she veer away cable to open a larger space, as the Jason lay right a-stern of her. Seeing the Romney was like to have little share in the action, after the fourth ship had passed her, I ordered the barge to be manned, to go on board the Hero. General Meadows and Captain Saltern insisted they should accompany me, with a degree of generosity and good humour which I could not resist. It is pleasant to be near the general at all times, but on the day of battle that satisfaction is felt in a peculiar degree. We were received by Captain Hawker with as chearful and affable civility as if we had come to dinner, while the Hero kept up a constant, awful, heavy discharge of artillery.

"The action bordered upon a surprise, and the nature of the service in which we were engaged, rendered us liable to much confusion; yet upon the whole, until the enemy were beat off, I saw nothing on our part but steady, cool, determined valour.

"Captains Alms, of the Monmouth, kept up a well-directed fire.

"Captain Paisley had worked hard from the beginning of the business, and got a spring on his cable by which effort every shot told from the Jupiter.

"The French commodore now found his situation too hot, and he cut his cable, in three quarters of an hour, and went away through the ships, as his second a-stern had done before; the other ahead was now left behind

an object to be fired at by all the ships in our fleet; who could get guns to bear upon him. In this situation he remained for fifteen minutes, hardly firing a gun during the whole time: such a spectacle of distress I never before beheld.

"I am satisfied myself he struck his colours, and that they were not merely shot away, as some alledge; and this I believe, because different ships thought he struck at the same time; but it was impossible to get all the ships to cease firing at once; and one gun being afterwards discharged from the enemy's ship, the firing began again even from such of our ships as had left off.

"Whether his cable was shot away, or he cut the cable, I cannot say; but off the ship went round upon the heel, her stern falling close to the broadside of the Isis; her masts were tottering; her yards were hanging different ways; her sails were flying about in rags, and full of holes. First fell the mizen-mast, next went the main-mast, and lastly, the fore-mast and the outer end of the bowsprit tumbled into the water.

"I instantly returned to the Romney, and made the signal for all the captains, and after hearing the condition of every ship, I directed the men of war to cut and slip as fast as they could get to sea, to follow up the victory, with orders to make any India ships which lay in their way, to cut their cables also, that they might not be impeded.

"I ordered the merchant ships to lie fast and repair their damages, until we joined them again.

"As soon as the Jason was out of the way, the Romney was cast by a spring on the cable, and she went out to sea under the acclamations of the whole fleet.

"The Jupiter instantly followed, and we ran between our scattered ships and the enemy. Perceiving neither the Isis nor Diana making any signs to follow, though both of them lay in clear births for so doing, their several signals were made. The Diana answered, and soon after followed; but although gun after gun was fired to enforce the signal to call out the Isis, she still remained without any signs of obedience to my signals then abroad. At last the Hero came under our stern, with a message from Captain Sutton, saying that his masts and yards, and sails and rigging were so wounded, that he could not come out without repairing them, but that he would follow as fast as he could.

"My answer was, all this is no excuse for disobeying my positive orders: besides, I think his damages immaterial to a man of any resources.

"Captain Sutton's signal was therefore again enforced by another gun; he then hoisted his answering flag, and came out, after three hours' delay.

"All the ships being now come out, the signal was made to form the line a-head on the larboard tack. The French ships had before this collected, and taken the disabled ship in tow, and they had raised a stump forward, and fixed a sail upon it, with which they had wore the hulk, and put before the wind in a line of battle abreast, and sent off their convoy under all the sail they could set.

"When the Isis joined us she ran under our stern, and repeated an account of her distress and her damages, particularly the want of a mizen-topsail-yard, which I told the captain was nothing at all.

"The signal was now made to bear up in a line of battle abreast. At that instant the Isis lost her fore-

top-mast above the top-sail-yard, which yard was not injured by the fall, nor was the sail hurt, or any other damage sustained, to prevent the ship from working; the fore-top-sail being close reefed and set.

"I immediately shortened sail to give time to the Isis to clear the wreck, which was done in half an hour or forty minutes.

"This increased our distance from the enemy. As soon as I saw the Isis could make sail, I bore up and set the fore-sail, and made the signal for the line abreast. When we came near the enemy, I found the Isis and Monmouth had dropped astern between two and three miles, though both of them sailed much better than the Romney: their signals were therefore made to call them to their stations; the Monmouth immediately answered, and made sail accordingly, but the Isis still kept behind.

"By these various obstructions and delays, added to a strong lee current, the enemy had drawn us far to leeward of St. Jago. The sun was set; the sea had increased; I could not propose a decisive action in the night. If I followed until day-light, my prospects were great and tempting; but I must then determine to leave my convoy in distress, and separate from the troops, without any fixed determination concerning them or their destination; and I must also have relinquished the object of the present expedition; because, after getting so far to leeward that we could not fetch the islands of Bravo or Fogo, it is a well known fact that no ship can bear up against the N. E. winds and the S. W. current which always prevail here, much less after such an action as must be expected.

"On the other hand, if the principal force of the enemy should arrive before us at the place of our destination, it might prove equally fatal to the object of the expedition.

The dilemma was great indeed, and I felt the cruel situation with an anguish which I never before experienced; but after maturely weighing the subject in all its consequences with those persons on whose judgment I have most confidence, I thought myself bound to return to join the ships under my protection, and to pursue the object of the expedition, it being most probable that the enemy must either send off two of their disabled ships of war to the West Indies, in which case I shall have a superior naval force, or they must touch at the Brazils for water and repairs; and perhaps they will be obliged to do both; in either of which cases we shall have a great advantage by the preceding action.

"Next day we retook the Hinchinbroke East India ship, with twenty-five Frenchmen on board.

"After an action of such a length, in such a situation, in smooth water, with large ships so near each other, it is surprising to find how few men have been killed, and what slight damages His Majesty's ships have received.

"The Monmouth lying within a cable's length, had not a man killed, and only six wounded.

"The Jupiter had two wounded.

"The Isis had four killed and five wounded.

"The Romney had seven wounded.

"The Jason and Latham East India ships, which lay at the farthest distance from the enemy, had four killed and fourteen wounded; among the number of the killed is Lieutenant Keith of the Jason, a brave and worthy officer.

"Several of the East India ships have suffered in their masts, yards, and rigging, but nothing that will impede the voyage, or which cannot be repaired even here with security.

"The fate of the Infernal fireship, and Terror bomb, deserves to be particularly related: they had come from the Isle of May two days before, and lay to the eastward, without all the ships notwithstanding my orders in writing had been strictly given, and punctually communicated, for all the small ships to anchor within the rest. The Terror had sprung her bowsprit, and was fishing it, with her rigging loose, when the enemy appeared, and one of the sixty-four gun ships had her on board.

"The Terror caught fire, and the enemy durst not take possession of her, though often invited to do so by Captain Wood. She then cut her cable, and drove to sea, where she lost her bowsprit and fore-mast.

"One of the French ships again followed her in this miserable condition, and fired several shot at the Terror; yet Captain Wood, seeing us preparing to come out, would not strike his colours, but bravely contrived to set some stay-sails, and slide off in that shattered condition.

"The fireship went to sea, and was taken by the enemy, by what means I cannot relate; but I have good reason to believe that she was afterwards abandoned by the enemy, or retaken by the crew, as the Jupiter saw her the next day to leeward, and standing towards us, with her distinguishing vanes and answering flag abroad.

"The Fortitude India ship behaved with uncommon bravery. She was boarded by the Artesien, who fired

many guns into her; several of the enemy's crew jumped on board the Fortitude; yet, in this situation Capt. Jenkinson, of the 98th regiment, kept up a constant fire with small arms; several of the enemy were shot on the shrouds, and two were forced overboard, and taken up again into the Fortitude, after the two ships had separated.

"The Hinchinbroke was also miserably cut and mangled by the Artesien, before she was taken.

"Many of the other India ships suffered considerable damages, particularly the Lord North, Osterly, and Asia; and the Edward victualler was nearly sunk and carried out to sea, though afterwards abandoned.

"With great difficulty, after turning many days, we recovered this bay with the Fortitude, and we towed in the Hinchinbroke and Edward.

"Every possible exertion has been used since to repair the various damages which the ships had sustained, and the whole convoy are now as completely refitted as circumstances will allow; in the execution of which service I am chiefly indebted to the indefatigable attention of Captain Paisley, whose zeal on this, and every other occasion, I wish may be represented to His Majesty.

"To add to our embarrassment, the Porto sloop, who joined us the day we got back, ran foul of the Hero, and lost her foremast and bowsprit.

"I have judged it proper to put Captain Sutton, of the Isis, under an arrest.

"Since writing the above account, the Infernal fire-ship has joined us. The enemy had abandoned her on our approach, having taken away Captain Darby and five seamen, and nine soldiers of the 98th regiment.

"Lieutenant Hamilton has been ever since turning up to gain this port, which shews the impossibility of joining the convoy if I had followed the enemy.

"The fireship has sustained little or no damage."

The total loss sustained in the action amounted to 26 killed, 140 wounded, and 20 made prisoners.

On the 1st of May, the damages of the fleet being repaired, Commodore Johnstone sailed from Port Praya bay. On the 12th of June he detached Captain Pigot, in the Jason, to the southward, in order to gain intelligence of the enemy: soon after he had the good fortune to capture the Heldwoltemade, a Dutch East-India ship, from Saldanha bay, bound to the island of Ceylon, of great value, having on board stores and provisions, with 40,000*l.* sterling in money. From this ship Captain Pigot learnt, that on the 21st of June M. de Suffrien had, notwithstanding the injuries his ships sustained in the Porto Baya fight, safely arrived at the Cape of Good Hope with five sail of the line and several transports; that when he sailed, the French fleet was in False Bay, and many Dutch East-India ships were lying in Saldanha bay, bound to Europe. Captain Pigot instantly dispatched Lieutenant D'Auvergne, in the Tapageur cutter, to Commodore Johnstone, with this information; who, upon receiving it, proceeded to Saldanha Bay. On the 21st of July he got sight of the Dutch ships at anchor; immediately, on the appearance of the British squadron, they cut their cables and ran ashore, setting fire to and abandoning their ships. By the great exertions of the officers and seamen, who were sent in the boats, the flames were extinguished on board of four of the ships, and they were got off; but they raged with such fury on board of the other, called the Middleburg,

that every effort, to overcome them proved ineffectual, and she blew up. Two of the prizes, however, the *Dankbaarheyt* and *Hoencoop*, were afterwards lost in the channel.

The French squadron having, a few days previous to the arrival of Commodore Johnstone, sailed from the Cape for India, as soon as the prizes were made ready for sea, he left Saldanha Bay and steered for England, with them and a part of the squadron; the remainder, with the transports and Indiamen, proceeded on their voyage.

On the 26th of October, Captain Christie, in the *Hannibal* of 50 guns, who had been left by Commodore Johnstone to cruize off the Cape of Good Hope, fell in with seven sail of large ships, which separated on perceiving the *Hannibal*, and steered different courses. In the evening Captain Christie came up with the *Neckar*, which, in the chase, had lost her main-mast, fore, and mizen-top-masts; she instantly struck, and proved to be a fine frigate, pierced for 38 guns, but only 28 mounted. Captain Christie learnt from the prisoners, that they were all bound for the Mauritius, with stores and provisions. The *Neckar* was purchased into the service by the same name.

The ships employed this year on the coast of Africa were, the *Leander* of 50 guns; the *Alligator* of 14; and the *Zephir* of 14.

Sir Edward Hughes, who commanded the squadron at the East-Indies, on the 21st of October, anchored before Negapatnam, and landed the marines to reinforce Major-general Sir Hector Monro, who was besieging that place with a considerable army. The next day a battalion of seamen were ordered to co-operate with

the major-general in all measures which he might think necessary for the attack.

In the mean time the heavy artillery was landed, under the superintendence of Captain Ball, of the *Superbe*, through a violent surf, with incredible fatigue to the men; who, on this occasion, shewed equal spirit and perseverance. In the night of the 29th, the strong lines, which the enemy had thrown up, flanked by redoubts, to cover and defend the approach to the town, were stormed and carried, in which the seamen and marines bore a principal part. On the 5th of November the admiral moved the squadron nearer to the fort on the flank of the lines. The approaches were now carried on with great rapidity, and a strong battery of 18 pounders, within 300 yards of the walls, being ready to open, on the 7th, the admiral and general, to save the further effusion of blood, summoned the governor to surrender, who returned for answer, "That, being obliged by honour and oath to defend the place, he could not enter into any agreement for its surrender, but would defend it to the last." In consequence of this reply, the siege was recommenced with great vigour, till the 10th, when the governor found it impossible to hold out any longer, and displayed a flag of truce; two commissioners were sent out to offer terms of capitulation, the most of which were acceded to, and the place delivered up to his majesty's arms.

The garrison consisted of 8000 men, above 500 of whom were European regulars and militia, 700 Malays, 4,500 Seapoys, and 2,300 of Hyder Ally's troops, mostly cavalry, who, on the first charge deserted their allies, and in their retreat plundered and burnt all the villages through which they passed. The squadron lost,

during the siege, 20 seamen and marines killed, and 58 wounded, most of whom died from the fatigues they had undergone.

In the month of August the members of the East-India Company's factory at Fort Marlborough, on the island of Sumatra, undertook the reduction of all the Dutch settlements on that island. Mr. Botham, one of the council, and a gentleman of enterprize, conducted the expedition, in conjunction with Captain Clements, the senior captain of five East-India ships which were then at Bencoolen. The appearance of so formidable an armament before Pedang, alarmed the Dutch governor to such a degree that he instantly surrendered that place, and gave directions for all the other Dutch settlements on the coast to be delivered up to the English.

On the 3d of January, 1782, the combined fleet, under the command of Don Lewis de Cordova, and the Comte de Guichen, consisting of four sail of the line, nine frigates, with 70 transports, having on board 4000 troops, sailed from Cadiz, on a secret expedition.

On the 6th of February Commodore Sir Richard Bickerton sailed with a squadron for the East-Indies, consisting of 10 sail of the line, from 80 to 20 guns.

On the 16th of March, Captain Charles Maurice Pole, in the *Success*, of 32 guns, and 220 men, having under his convoy the *Vernon*, store-ship, bound to Gibraltar, being about 18 leagues from Cape Spartel, discovered a Spanish frigate in chase of him; at six in the morning Captain Pole brought her to close action, which continued with great obstinacy until near half past eight, when the enemy's main and mizen-masts fell over the side; she struck, and proved to be the *Santa Catalina*, of 34

guns, and 300 men, commanded by Don Mig. Jacen, he was the commodore of six frigates which were on a cruize, and from which he had separated only two days before. She had 30 men killed, and 8 wounded. The Success, 1 killed, and 4 wounded. Captain Pole had scarcely repaired his own damage, and got the prize in the best state he was able to carry sail, when, at daylight on the morning of the 18th, he perceived six sail of large ships, and was chased by two frigates. He ordered the Vernon to proceed on with all sail. Captain Pole, in the mean time, seeing that it was impossible to prevent the prize falling into the hands of the enemy, took out his officers and crew, and set her on fire.

On the 13th of April, Vice-admiral Barrington sailed from Spithead with 12 sail of the line, for the purpose of intercepting a French convoy, bound to the East-Indies, which, according to accurate information received by the admiralty board, was then ready to sail from Brest. At noon on the 20th, the Artois made the signal for having discovered an enemy's fleet, upon which Admiral Barrington instantly made the signal for a general chase. It was soon perceived to be 17 or 18 sail of merchantmen, under the escort of three ships of war. The Fourdroyant, (Captain John Jervis) being at a considerable distance ahead of the fleet, at about one the next morning, brought the sternmost of the enemy's line of battle ships to close action, which continued near three-quarters of an hour, when Captain Jervis laid her on board, and she surrendered, with the loss of near 80 men killed and wounded. She proved to be the Pegase, of 74 guns, and 700 men, commanded by the Chev. de Cillart. Soon after this action her main and mizen-

masts fell overboard. Captain Jervis, and only four men were wounded on board the *Fourdroyant*. It blew so extremely hard, with a heavy sea, that it was with much difficulty the prize could be taken possession of, and a few of the prisoners shifted. At day-light the squadron was observed to be much dispersed. The *Queen* was ordered to the assistance of the *Fourdroyant*, and took charge of the *Pegase*. The weather was so tempestuous that they lost sight of the *Fourdroyant* in the night; and it was not until the 23d that Captain Maitland had a favourable opportunity of having any communication with the *Pegase*. Just as he had accomplished the exchange of prisoners, a large ship hove in sight; Captain Maitland directed the *Pegase* to steer for England, and went himself in chase. After a pursuit of 14 hours he came up with and captured the *Actionnaire*, armed for 64 guns, but at that time armé en flûte; she had a complement of 250 seamen, and 550 soldiers, who were on their passage to the East-Indies, Her cargo was extremely valuable; it consisted of lower masts for four ships of 74 guns, besides a great quantity of naval and military stores, and eleven chests of Dutch silver. About ten or twelve of the convoy were also taken, which were laden with troops and stores. The squadron having been much scattered during the chase, and encountered several hard gales, as soon as Admiral Barrington had collected his ships together, he proceeded to England, and arrived at Spithead on the 26th with most of his prizes.

On the 3d of May Rear-admiral Kempenfelt sailed from Spithead to cruize in the Soundings: on the 18th he returned with the squadron into Torbay.

On the 4th, nine sail of Dutch ships of the line, having under their convoy a large fleet of merchantmen, put to sea from the Texel. On the 9th Lord Howe sailed with twelve line of battle ships in quest of them; the Dutch admiral being informed of Lord Howe's movements, retired again into the Texel. The British fleet continued to cruize on the coast of Holland for about a month, and then returned to Spithead.

On the 20th of June, Lieutenant Cadman, in the *Defiance*, armed ship, being on a cruize in the North Sea, came up with, and captured, after a brisk action of two hours, a Dutch brig of war, mounting 16 six-pounders, and 113 men, 12 of whom were killed, and 17 wounded. The *Defiance* had one man killed, and two wounded.

On the 25th the combined fleet fell in with and captured 18 sail of merchantmen, bound to Canada and Newfoundland, under convoy of the *Portland*, *Oiseau*, *Danz*, and *Merlin* sloop:

In July, Admiral Lord Howe sailed from Spithead on a cruize to the westward, with 22 sail of the line, having under him Vice-admiral Barrington, Rear-admirals Ross and Kempenfelt. The fleet returned to Spithead, without having seen the enemy, on the 14th of August.

On the 29th of July, Vice-admiral Sir Peter Parker anchored at Spithead in the *Sandwich*, of 90 guns, from Jamaica. The *Compt de Grasse*, and several other French officers of rank, who were taken on the 25th of April, came home in her,

In or about the month of August, the Dutch having again ventured out of the Texel with a stronger squa-

dron, Commodore Hotham was sent with a reinforcement of ships to Vice-admiral Milbank, who was in the Downs; upon which the Dutch returned into port.

On the 29th of August, the Royal George, of 100 guns, lying at Spithead, having occasion to heel, in order to repair some of the copper which was much damaged under water, a sudden and violent squall threw her so much over, and the lower-deck guns being run out, the water rushed with such rapidity in at the port-holes, that, before it was possible for the crew (who were at their dinners) to use any effort to save the ship, she filled and sunk. A victualler, which was alongside of the Royal George, was carried down with her. The boats of the fleet instantly repaired to assist and save as many as they could of her unfortunate crew. Captain Waghorn, two lieutenants, and about 300 people, were picked up by the boats. Rear-admiral Kempenfelt, several of the officers, and upwards of 400 souls perished! among whom were many of the wives and children of the seamen and marines. See *Mariner's Chronicle*, vol. 1, p. 236. A large sum of money (which did honour to the feelings of the public) was raised by subscription for the relief of the widows, children, and relations, of those who perished by this fatal accident. Captain Waghorn was tried by a court-martial, which was held on board the Warspite, in Portsmouth harbour, on the 9th of September, and honourably acquitted.

In the following spring, a very elegant monument was erected in the church-yard, at Portsea, to the memory of the brave, though unfortunate, Admiral Kempenfelt, and his fellow-sufferers, who perished in the Royal George. On it is engraved the following inscription, in letters of gold, viz.

“ Reader,
With solemn thought
Survey this grave,
And reflect
On the untimely death
Of thy fellow-mortals;
And whilst,
As a Man, a Briton, and a Patriot,
Thou read'st
The melancholy narrative,
Drop a tear
For thy country's
Loss.
On the twenty-ninth day of
August, 1782,
His Majesty's ship, the
Royal George,
Being on the heel at Spithead,
Overset and sunk :
By which fatal accident
About nine hundred persons
Were instantly launched into eternity ;
Among whom was that brave and
Experienced officer,
Rear-admiral Kempenfelt.
Nine days after
Many bodies of the unfortunate
Floated ;
Thirty - five of whom were interred
In one grave,
Near this monument ;
Which is erected by the parish of
Portsea,

As a grateful tribute
To the memory
Of that great Commander,
And his fellow-sufferers."

Upon a gold pedestal, in gold letters, is this epitaph:

" 'Tis not this stone, regretted Chief, thy name,
Thy worth, thy merit, shall extend thy fame;
Brilliant achievements have thy name imprint
In lasting characters on Albion's breast."

On the 4th of September, Captain Trollope, in the *Rainbow*, of 44 guns, fell in with, and captured, off the Isle of Bas, *La Hebe*, French frigate, of 40 guns, and 360 men, commanded by M. de Vigney, who was slightly wounded; her second captain and four men were killed, and several wounded. The *Rainbow* had one man killed. The *Hebé* was purchased by government, and added to the navy by the same name.

On the 11th of September Admiral Lord Howe sailed from Spithead with a powerful fleet for the relief of Gibraltar. A numerous fleet sailed at the same time for the East and West-Indies.

The Hon. Captain James Luttrell, in the *Mediator*, of 44 guns, being on a cruize in the Bay, at seven o'clock in the morning of Dec. 12, discovered five sail of large vessels to leeward; he immediately bore up, and gave chase. These vessels, on his approach, shortened sail, and stood under their topsails formed in a line of battle ahead, waiting to receive the *Mediator*; the headmost was *L'Eugene*, frigate-built, of 36 guns, and 150 men, commanded by Mons. Le Capitaine Bandia,

laden for the French King, and bound to Port-au-Prince; she lay with a French pendant and ensign flying; next to her was an American brig, of 14 guns, and 70 men, with American colours; next to her a two-decked ship, the length of a 64, armed en flute, called the Menagere, French pendant and ensign flying, commanded by Mons. De Foligne, Capitaine de Brutot of the Department of Rochfort, mounting on her main-deck 26 long twelve-pounders, and four six-pounders on her quarter-deck and forecastle, with a complement of 212 men, laden with gunpowder, naval stores, and bale goods, for the French king's service, at Port-au-Paince; next to her lay the Alexander, of 24 nine-pounders, and 102 men, with a French pendant and an American ensign flying, commanded by a Captain Gregory, who appears to have been an Irishman, but had a Congress commission, laden with stores, provisions, &c. for the French king's use, at Port-au-Prince; next to her lay the Dauphin Royal, of 28 guns, and 120 men, bound to the East-Indies, having a French pendant and ensign flying. Captain Luttrell, not intimidated by their formidable appearance, stood resolutely on till ten o'clock, when the enemy opened their fire as he passed along their line, which was returned from the Mediator with such steadiness and effect, that in half an hour their line was broken. The three largest of the ships wore under an easy sail, and continued to engage the Mediator with much briskness till eleven, when, by a skilful manœuvre, and superior fire, Captain Luttrell cut off the Alexander, and compelled her to strike; her companions instantly went off under a croud of sail before the wind. At half-past twelve, Captain Luttrell, having secured his prize, renewed the chase, upon which they separated. At five

in the evening, he got within gun-shot of the *Menagere*, and commenced a smart running-fight, which continued until nine, when, having ranged close up alongside of her, she hauled down her colours. The next morning, at day-break, the brig and *Dauphin Royal* were seen in the offing; but Captain Luttrell, being close in with the Spanish coast, and having on board 340 prisoners, with only 190 of his own men to guard them, judged it most prudent to steer for England with his prizes. In this action the *Alexander* had six men killed, and nine wounded; the *Managere* four killed, and eight wounded. The enemy having directed their fire chiefly at the masts and rigging of the *Mediator*, not a man was hurt.

In the night of the 14th, Captain Luttrell was alarmed by a violent explosion, of which he gives the following account:

“ Captain Stephen Gregory, of the *Alexander*, laid a plot to occasion the prisoners to rise, and hoped to have taken the *Mediator* from me; but through the indefatigable attention of Lieutenant Rankin, of the marines, in the disposal and regulation of centries, &c. as a guard, and the lucky precaution we had taken of ordering the gratings of all the hatches in the lower gun-deck to be battened down with capstan-bars, leaving room for only one man at a time to come up abaft, where, in case of an alarm, we had fixed our rendezvous, the desperate scheme of Gregory was prevented without bloodshed, the prisoners finding no passage where they could get up. The alarm he fixed on was, to fire an eighteen pounder in the gun-room, where he lay, for he messed with my lieutenants, and had received every friendly attention. At ten at night I felt a terrible shock from some

explosion, and heard a cry of "fire!" I was soon after informed, that the lee port was blown away by the gun into the sea, and the water making in. As soon as I had wore ship on the other tack, to get the port-hole covered with tarpaulins, and secured, I went down, found the gun room on fire, and every thing shattered that was near the explosion; Gregory, with his accomplices, dressed, though they had pretended to go to bed; and in their cot was found gun-powder, which they had provided to prime the gun with; and, in short, every proof necessary for a conviction of Gregory's having fired it for an alarm to make the prisoners rise: He had also endeavoured to provide himself with a sword, but being disappointed in his project, he begged his life. A cry of fire forwards, was heard among the prisoners when the signal gun was fired; but all being discovered and settled, I ordered Gregory, together with those of his officers and men, whom I suspected concerned in the plot, to be put in irons, and kept on bread and water."

The only naval force on the Mediterranean station was commanded by Captain Roger Curtis, in the *Brilliant* frigate, with two or three sloops of war and some gun-boats.

The siege of Fort St. Phillip, on the island of Minorca, was carried on with great vigour, and opposed on the part of the besieged with unexampled perseverance and obstinacy. The enemy's combined forces amounted to 16,000 regular troops, with 109 pieces of heavy battering cannon, and thirty-six large mortars. The garrison, under Lieutenant-general Murray, consisted of 2692 men, of all descriptions; in the number was included about 200 seamen, under the command of Lieutenant Hay, of the *Minorca* sloop of war, Capt.

Lawson having some time before died. This vessel was sunk at the entrance of the harbour to prevent the approach of the enemy's ships. On the 5th of February, the garrison having been reduced by the dreadful ravages of an inveterate scurvy to not more than 660 men fit for duty, and out of those 560 were actually tainted with the disease, General Murray was under the necessity of surrendering by capitulation, and the whole island fell under the dominion of Spain. The following extract from the general's public dispatches must sufficiently convince our readers of the heroic valour and resolution which were displayed by the brave troops of this garrison :

“Such was the uncommon spirit of the King's soldiers, that they concealed their disorders and inability; rather than go into the hospital; several men died on guard, after having stood centry, their fate was not discovered till called upon for the relief, when it came to their turn to mount again. Perhaps a more noble nor a more tragical scene was ever exhibited, than that of the march of the garrison of St. Philip's through the Spanish and French armies. It consisted of no more than 600 old decrepid soldiers, 200 seamen, 120 of the royal artillery, twenty Corsicans, and twenty-five Greeks, Turks, Moors, Jews, &c. The two armies were drawn up in two lines, the battalions fronting each other, forming a way for us to march through : they consisted of 14,000 men, and reached from the glacis to George Town, where our battalion laid down their arms, declaring they had surrendered them to God alone, having the consolation to know, the victors could not plume themselves in taking an hospital. Such was the distressing figures of our men, that many of the Spanish and

French troops are said to have shed tears as they passed them."

The number of killed during the siege amounted to fifty-nine; and of the wounded to 149.

The King of Spain now expressed so much joy at the reduction of the island of Minorca, that he appointed the Duc de Crillon captain-general of the Spanish armies; and Don B. Moreno, who commanded the naval expedition, was advanced in rank; these officers were destined to command his forces against Gibraltar, where the Spaniards and French had collected a most powerful fleet and army. It consisted of upwards of 40,000 land forces, forty-seven sail of the line, besides floating batteries, frigates, and other vessels of war. For the more effectual means of reducing this fortress, the Chevalier D'Arcon, a French engineer of high repute and abilities, made a proposition to the Spanish court to project floating batteries, that should be constructed on such a principle that they could neither be sunk nor set on fire by shot. The first of these properties was to be acquired by the extraordinary thickness of timber with which their keels and batteries were to be fortified; and which was to render them proof to all danger in that respect, whether from external or internal violence. The second danger was to be opposed by securing the sides of the ships wherever they were exposed to shot, with a strong wall composed of timber and cork, a long time soaked in water, and including between a large body of wet sand; the whole being such a thickness and density, that no cannon-ball could penetrate within two feet of the inner partition. A constant supply of water was to keep the parts exposed to the action of fire always wet; and the cork

was to act as a sponge in retaining the moisture. For this purpose ten large ships, from 600 to 1400 tons burthen were cut down to the state required by the plan; and 200,000 cub. ft. of timber, with infinite labour worked into their construction. To protect them from bombs, and the men at the batteries from grape, or descending shot, a hanging roof was contrived, which was to be worked up and down by springs with ease and at pleasure, the roof was composed of a strong rope-work netting, laid over with a thick covering of wet hides; while its sloping position was calculated to prevent the shells from lodging, and to throw them off into the sea before they could take effect. To render the fire of these batteries the more rapid and instantaneous, the ingenious projector had contrived a kind of match to be placed, so that all the guns on the battery were to go off at the same instant.

But as the red hot shot from the fortress was what the enemy most dreaded, the nicest part of this plan seems to have been the contrivance for communicating water in every direction to restrain its effect. In imitation of the circulation of the blood, a great variety of pipes and canals perforated all the solid workmanship in such a manner, that a continued succession of water was to be conveyed to every part of the vessels, a number of pumps being adapted to the purpose of an unlimited supply. By this means it was expected that the red hot shot would operate to the remedy of its own mischief; as the very action of cutting through those pipes would procure its immediate extinction. So that these terrible machines, teeming with every source of outward destruction, seemed in themselves invulnerable, and entirely secure from all danger.

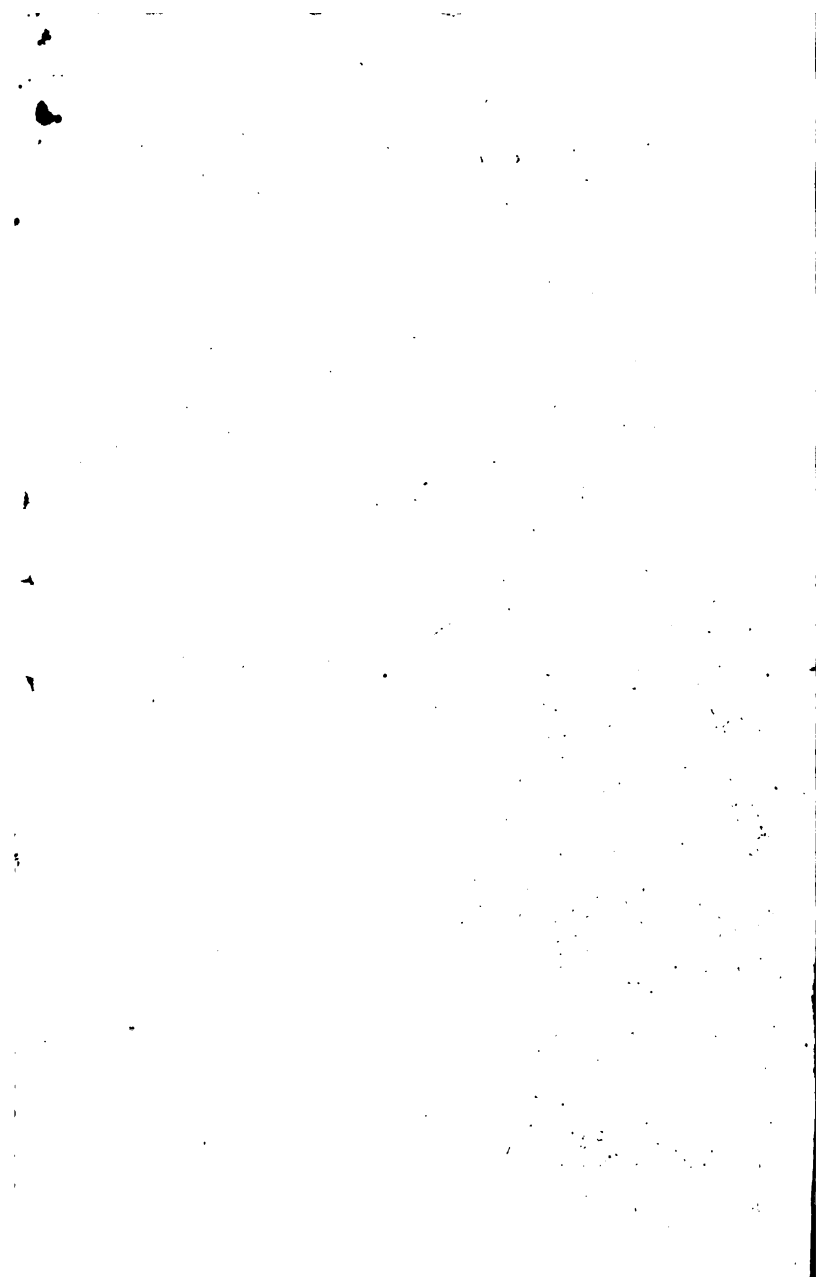
General Elliot having observed that the enemy's works were nearly completed on the land side, and some of them pretty far advanced towards the fortress, resolved to try how far a vigorous cannonade and bombardment, with red hot balls, carcasses, and shells, might operate to their destruction.

In consequence, the arrangement was very judiciously made, and completely executed by the artillery officers. The fire, having commenced on the 8th of Sept. at seven o'clock in the morning; by ten o'clock their Mahon battery, consisting of six pieces of ordnance, and one adjoining of two guns, were set on fire, and by five o'clock P. M. were entirely consumed, with gun carriages, platforms, and magazines, bomb proof. Part of the communication to the Eastern parallel, and the trenches and parapet for musquetry in front of the battery, were also destroyed. The thirteen-gun battery, next the bay, was so much damaged, being on fire in several places, that the enemy were put to the necessity of taking down one half of it. The success not only much exceeded the general's expectations, but had the happiest effects in other respects, as it provoked the enemy to open their new mortar batteries, and recommence a fire from their forts and lines, for which they seemed by no means prepared. The enemy's loss was very considerable, as their endeavours to stop the progress of the flames laid them open to a very severe and well-directed fire. Notwithstanding the great number of the enemy's shot and shells, the English suffered no material loss.

The next morning, by day-break, the enemy opened their new 64-gun battery upon the garrison, with all their mortars, and continued to fire without intermission

The Spanish Battering Ships burnt before Gibraltar





from thence, as well as from their lines (their whole artillery amounted to about 100 pieces of cannon, and sixty mortars) seemingly by way of retaliation, it being the general opinion their preparations were not sufficiently compleat to begin this powerful attack, which, however formidable in appearance, had little or no effect.

On the same day the enemy's squadron, consisting of seven sail of the line, Spanish, and two French, with a large frigate and a xebecque, taking the advantage of a Levant wind, got under sail from the Orange-grove, and one of them passing very slowly within random-shot, fired many guns upon the South Bastion and Ragged Staff, continuing his cannonade till he got beyond Europa. The squadron then went to the eastward of the Rock, and formed into a line (the admiral leading), came before the batteries of Europa, and under a very slow sail, commenced a fire from all their guns, until the last ship had passed. They repeated this manœuvre at two o'clock the following morning, and again in the forenoon of the same day. These successive cannonades did not any ways damage the works. Some of the leading ships came pretty near the point during the first attack, but having been frequently struck by our shot, they afterwards kept at a greater distance: Two of the Spanish ships went early that morning to Algaziras, to repair. All the batteries at Europa were manned by the marine brigade (incamped there) with a small proportion of artillerists. The guns were extremely well laid and pointed; the whole under the immediate command of Brigadier Curtis. About five in the afternoon of the same day, sixteen of the enemy's gun-boats came over from Algaziras, formed in a line, and fired upon

the garrison, but were obliged to retire in less than half an hour with some loss.

At the same time seven Spanish ships of the line, and two French, with some frigates and small vessels, got under way from the Orange Grove, and passed along the works under an easy sail, discharging their broadsides, until they had past Europa Point and got into the Mediterranean. The Spanish admiral then formed his squadron in order of battle, leading himself, and stood in to the attack of the batteries on Europa Point.

The small naval force, by the vast superiority of the enemy, had been for some time rendered entirely inactive. The seamen were therefore landed and formed into a brigade, under the command of Captain Roger Curtis, of the Brilliant frigate; General Elliot conferred on him the temporary rank of brigadier; and entrusted the defence of the batteries at Europa Point to his particular care: a trust which was so ably discharged by himself, and the brave fellows under his command, that they soon compelled the Spanish squadron to retire out of reach of their shot. Two of the line of battle ships were so much disabled, that they were under the necessity of running into Algaziras to repair. The enemy, notwithstanding the rough treatment they had received, made repeated attacks on Europa Point, but scarcely ever approached near enough for the shot to produce much effect. For several days they were observed to be extremely busy in making the necessary preparations for the grand attack by land and sea. It was said that no less than 1200 pieces of heavy ordnance of various kinds had been accumulated before the place. The quantity of shot, shells, powder, military stores and provisions, were so immense as to exceed all credibility.

The gunpowder alone amounted to 83,000 barrels. Above 12,000 French troops re-inforced the already enormous army. The Count D'Artois, Duc de Bourbon, and many others of the most distinguished nobility of France were assembled in the allied camp, in order to partake in the glory which was expected to be derived from so illustrious an enterprise as the reduction of this fortress. Besides the combined fleet, forty gunboats with heavy cannon, as many bomb vessels, with each a twelve-inch mortar, and five large bomb ketches on the usual construction, were destined to second the powerful efforts of the battering ships; 300 large boats were collected from every part of Spain, which were to be employed in landing the troops so soon as a breach should be made.

At eight o'clock on the morning of the 13th of September, the battering ships lying at the head of the bay, under the command of Rear-admiral Don Moreno, were observed to be getting under sail, and proceeded to the attack of the garrison. At ten o'clock the admiral having taken his station upon the capital of the King's bastion, the other ships extended themselves at moderate distances from the Old to the New Mole, in a line parallel with the rock, at the distance of about 1000 yards, and immediately commenced a heavy cannonade, supported by the cannon and mortars from the enemy's lines. The garrison at the same time opened a tremendous fire; the red hot shot were thrown with such precision, that about two o'clock in the afternoon the smoke was seen to issue from the admiral, and another ship; and men were perceived pouring water into the holes, endeavouring to extinguish the fire. Their efforts proved ineffectual; by one o'clock in the morning those

two ships were in flames, and seven more took fire in succession. Evident marks of confusion appeared among them; and repeated signals of distress were made by throwing up rockets. The launches, feluccas, and boats of their fleet were observed to be taking the men out of the burning ships, it being impossible to remove them. Captain Curtis availed himself of this favourable opportunity to employ his gun boats, with which he advanced, and drew them up so as to flank the enemy's battering ships, while they were extremely annoyed by an incessant, heavy, and well-directed fire from the garrison. The Spanish boats were assailed by showers of shot and shells, that they dared no longer to approach, and were compelled to abandon their ships and friends to the flames, or to the mercy of their enemy. Several of the enemy's boats were sunk before they submitted to this necessity; in one of these were fourscore men, who were all drowned excepting an officer and twelve of them, who floated on the wreck under the walls, and were taken up by the garrison. At day-light two Spanish feluccas, which had not escaped, submitted upon a shot being fired from a gun boat, which killed some of their men. Nothing can exceed the horrors of the scene which now appeared; numbers of men were seen in the midst of the flames, imploring relief; others floating on pieces of timber; even those on board the ships where the fire had made but little progress, expressed the deepest distress and despair, and were equally urgent in soliciting assistance. The number saved amounted to thirteen officers, and 344 men, twenty-nine of whom were wounded, and taken from among the slain in the holds of the ships. Upon a moderate estimate it is supposed that the Spani-

ards lost in their attack by sea not less than 1500 men. The intrepidity, conduct, and generous humanity of Captain Curtis, and the marine brigade, reflect on them immortal honour; exposed to the most imminent danger, they eagerly boarded the burning ships to rescue from inevitable destruction the enemy to whom they not long before had been opposed. While engaged in this glorious service, one of the largest of the ships blew up, spreading its wreck to a vast extent, by which one of the English gun boats was sunk, and another considerably damaged. A piece of the falling timber struck a hole through the bottom of the barge in which was Captain Curtis; his coxswain was killed, and two of the crew wounded; the rest were saved from perishing by the seamen stuffing their jackets into the hole, which kept her afloat until relieved by other boats. Nine of these battering ships were burnt; the tenth shared the same fate, as it was found impracticable to bring her off. Admiral Don Moreno left his flag flying, and it was consumed with the ship. The loss sustained by the brigade of seamen was only one killed and five wounded; that of the garrison from the 9th of August, to the 17th of October, amounted to sixty-five killed, and 400 wounded.

State of the combined force of the enemy in the Bay of Gibraltar at the time of the attack of the ten battering ships on the 13th of September, 1782.

Spanish ships of three decks	2
Of the line	28

French ships of three decks	5
Of the line	9
Spanish ships from 50 to 60 guns	3
Floating battery.....	1
Bomb ketches	5
Battering ships	10

 63

Besides frigates, zebecks, a great number of gun and mortar boats, and other smaller cruisers.

A list of the Spanish battering ships burnt before Gibraltar on the 14th of September, 1782.

Ships.	Guns. in use.	Guns. in reserve.
Pastore, Admiral Moreno ..	21	10
Paula, Prima, Prince Nassau	21	10
Talla Piedra	21	10
El Rosario	19	10
St. Christoval	18	10
Principe Carlos	11	4
Paula, Secunda	9	4
St. Juan	9	4
St. Anna	7	4
Los Dolores.....	6	4
	142	70
	70	

Total of Guns.....212

The proportion of men on board of them was thirty-six for each of the guns in use, exclusive of officers and marines for working the ships.

On the 10th of October, during night, the combined fleets suffered material damage in a violent storm from the S. W. a ship of the line and a frigate were driven ashore near the Orange Grove; two others were forced from their anchors, and ran to the eastward of the rock: a French ship of the line lost her fore-mast and bowsprit; and many others were driven over towards the garrison. The St. Michael, a fine ship of 72 guns, and 650 men, commanded by Don Juan Moreno, a Chef D'Escadre, was driven close under the works, and after a few shot being fired at her, she struck; the confusion on board her was so great, that she took the ground, and remained in that situation for three or four days; when, by the active exertions of Captain Curtis and his men, she was got off with no other damage than the loss of her mizen-mast, notwithstanding the enemy kept up an incessant fire upon her from the batteries, by which a few lives were lost.

On the 11th, the approach of the British fleet, under Lord Howe, was indicated to the garrison by the signals which were made on board the enemy's ships; and it was fully confirmed in the afternoon by the arrival of the Latona frigate in the Bay; and on the same evening the fleet appeared off. Although a favourable opportunity offered for the transports to reach their destined anchorage without molestation from the enemy, through the inattention of the masters to their instructions, only four out of thirty-one effected their purpose. The wind blowing strong from the W.N.W. the rest were driven past the Bay into the Mediterranean. On

the evening of the 13th the enemy's fleet put to sea from Algaziras, and stood to the eastward, either in the hope of joining their own ships, or intercepting the store-ships. About sun-set they were discovered by the British fleet then off Fungerolle, bearing down on them in order of battle. Lord Howe, on the first notice of their approach, had formed his line, and ordered the storeships under the protection of the Buffalo. At nine o'clock the enemy hauled to the wind, and was observed the next morning close in shore. The wind at this time having shifted to the eastward, gave Lord Howe an opportunity of passing such of the transports that were with him into the Bay. By the 18th the vessels under convoy of the Buffalo rejoined the fleet, and were sent into Gibraltar. The garrison being now relieved, Lord Howe availed himself of the easterly wind to repass the Straits. At day-break on the morning of the 19th, the combined fleets were seen at some distance in the N.E. Being then between Ceuta and Europa Points, and not sufficient room to form in order of battle, Lord Howe pursued his course, followed by the enemy, until he got clear of the Straits: the next morning the wind had shifted to the northward, which still gave the enemy the advantage of the wind. The British fleet formed in order of battle to leeward to receive them. It was sun-set before the enemy began to cannonade the British van and rear, which continued until ten at night, but at such a considerable distance as to produce little effect; the fire was occasionally returned from those ships whose shot might reach to make any impression. The enemy soon after hauled to the wind, and were seen the next day standing off to the N.W. The

loss sustained by the British fleet amounted to sixty-eight killed, and 208 wounded.

The ships which had suffered the most material damage in the action having been refitted, Lord Howe detached Rear-admiral Sir Richard Hughes, with eight sail of the line, to the West Indies, and proceeded with the remainder to England, excepting six sail, which were left to cruize off Ireland, under Vice-admiral Milbank. On the 15th of November, his lordship anchored at Spithead.

His Majesty's squadron in North America was now commanded by Rear-admiral Digby, whose cruizers were in general very successful; many of the enemy's privateers were taken, some distinguished actions fought, and by their activity rendered the greatest protection to our convoys.

In the month of May, a most dangerous conspiracy was formed on board the *Narcissus*, of 20 guns, commanded by Captain Edwards, when on her passage to North America. A seaman by the name of Wood, and fifty others, had agreed to rise in the night, murder all the officers, and after possessing themselves of the ship, to carry her into an enemy's port. Their diabolical plan was fortunately discovered at the moment it was about to be carried into execution, by a quarter-master, who, hearing a confused and muttering noise under his hammock at a late hour in the night, suspected something wrong was going forward, and immediately arose and acquainted the officer of the watch with his suspicions. The hands were unexpectedly turned up, to the surprise and disappointment of the mutineers, who, were all seized and properly secured. Upon Captain Edwards' arrival at New York, they were tried by a

court-martial; two of the number turned king's evidence; the charges were proved on the clearest conviction. Wood, the ringleader, and six of the principal associates, were sentenced to be hanged, the first in chains: the sentence was executed with the greatest solemnity. The remainder of the mutineers were severely flogged, and distributed among the ships of the squadron.

On the 31st of May, M. de Vaudrieul, previous to his quitting Cape Francois, dispatched M. de la Prouse with a small squadron, viz. *Sceptre*, of 74 guns, *Astre*, 36 guns, and *L'Engageante*, ditto; having on board about 300 troops, on an expedition, to reduce the British possessions in Hudson's Bay. On the 17th of July, M. de la Prouse entered the Straits; and after encountering many dangers and difficulties, without the assistance of proper pilots or charts, effected in a great measure the object of his expedition; but being apprehensive of the danger of his situation, he, on the 31st of August, quitted the Straits, and proceeded to Europe. The damage which the Hudson's Bay company sustained was estimated at 500,000*l.* sterling. Two of their ships and a sloop fortunately made their escape.

On the 29th of July, Captain Elliott Salter, in the *Santa Margarita*, of 32 guns, and 220 men, being on a cruise off Cape Henry, at day-light saw and gave chase to a strange sail, which he soon perceived from her manœuvres, to be a French frigate. Just at this time eight sail of large ships were discovered bearing down under a crowd of sail; two of them had approached very near the *Margaritta*, upon which Capt. Salter wore, and made sail from them. The frigate continued to chase them till three in the afternoon,

when she tacked. The other ships being out of sight from the Margaritta's mast-head, the officers and ship's company expressed an eager desire to bring the frigate to action: Captain Salter complied with their wishes, tacked, and stood after her. In a quarter of an hour she tacked, and stood towards the Margaritta. At five o'clock they passed within a cable's length of each other: the enemy discharged her broadside, and instantly wore; Captain Salter reserved his fire till she was in the act of wearing, when he poured it in with such effect as to do her considerable damage. The ships then closed, and commenced a warm action, which was maintained with great obstinacy for an hour and a quarter, when she struck, and proved to be L'Amazone, of 36 guns, and 301 men, commanded by the Vicomte de Montguite, who, with about 70 of his crew were killed, and 80 wounded. The Santa Margaritta had five men killed, and 17 wounded; among the former was Mr. Dalrymple, midshipman, a promising young officer. Soon after the action the enemy's main and mizen-masts fell overboard; and the crippled condition of the Margaritta, with only one boat fit to hoist out for the exchange of prisoners, created so much delay, that it was late before she was in a situation to make sail with the prize in tow. At dawn of day the French fleet was discovered in pursuit of the Margaritta, under a croud of sail. Captain Salter finding it impossible to save his prize, or to shift the prisoners in time to destroy her, was obliged to cut the hawser, and set her adrift; she was soon after retaken by the enemy.

On the 2d of September Captain John Child Purvis, in the Duke de Chartres, of 16 guns, and 125 men, came up with, and captured, after a smart action, which

lasted an hour, the French frigate, *L'Aigle*, of 22 guns, and 136 men, of whom 12 were killed, with their commander, and 13 wounded. The Duke de Chartres had not a man hurt;

On the 11th the honourable Captain George Keith Elphinstone, in the *Warwick*, of 50 guns, in company with the *Lion*, of 64 guns, Captain Fowkes, and two frigates, the *Vestal*, of 28 guns, Captain Fox, and *Bonnette*, of 14 guns, Captain Keates, being on a cruize off the Delaware, after a chase of several hours, came up with and captured a large French frigate, named *L'Aigle*, of 40 guns, 24 pounders on the main-deck, and 600 men, commanded by the Count de la Tonche, who made his escape on shore, with the Baron Viomnil, commander in chief of the French army in America, M. de la Montmorency, Duc de Lausan, Vicomte de Fleury, and some other officers of rank; they took in the boat with them the greatest part of the treasure which was on board the frigate; two small casks, and two boxes, however, fell into the hands of the captors. *La Gloire*, French frigate, which was in company with *L'Aigle*, from drawing less water, made her escape, *La Sophie*, armed merchantman, of 22 guns, and 104 men, was taken, and two brigs destroyed. The enemy had captured the *Racoon* brig, Captain Nagle, whose crew was found on board the French frigate. *L'Aigle* was purchased by government, and added to the navy.

On the 17th of December, Charlestown, in South Carolina, was evacuated by the British troops, who were embarked on board of transports, escorted by the *Assurance* and *Charlestown* frigates, the *Hound* and *Vulture* sloops of war.

On the 23d, Captain Thomas Lenox Frederick, in

the *Diomedé*, of 44 guns, in company with the *Astrea* and *Quebec*, of 52 guns each, commanded by the Captains Squires and Mason being on a cruize off the Delaware, fell in with, and, after a running-fight of two hours and a half, captured the *South Carolina*, American frigate, of 40 guns, 28 of which were 42-pounders on the main-deck, and 12 twelve-pounders on the quarter-deck and fore-castle, with a complement of 450 men, commanded by Captain Joiner. This frigate was built in Holland for the Americans: her length of keel was 160 feet.

The *Blonde* frigate, of 32 guns, commanded by Captain Thornborough, steering for Halifax, with a large ship laden with masts for the French fleet in tow, which she had captured, struck on a sunken rock, and was totally lost; the prize escaped the danger, and arrived at Halifax. Captain Thornborough and his crew constructed a raft, by which means they got to a barren and uninhabited island, where they continued for two days in the utmost distress; providentially two American cruisers came in sight, and relieved them from their perilous situation. For the generous and humane treatment which Captain Thornborough had shewn to his prisoners, the Americans, as a return, landed him and his people near New York.

Rear-admiral Sir Samuel Hood remained in Carlisle Bay, Barbadoes, with his fleet moored in order of battle, in daily expectation of a visit from the French, whom he learned had sailed from Martinique in great force, for the attack of that island. On the 14th of January the admiral received intelligence that the *Comte de Grasse*, after beating to windward for some days, without being able to gain ground from the strength of the winds, had

relinquished his plan, and bore away for St. Christopher's. On his arrival at that island, the Marquis de Boullie landed with 8000 troops, and took possession of the greater part of the island. General Fraser, with his small army of 600 men, were obliged to retire into the fort at Brimstone-hill. Sir Samuel Hood, notwithstanding the superiority of the enemy, resolved, by a sudden and unusual bold stroke, to sail and attack the enemy's fleet at anchor. For this purpose he put to sea from Carlisle Bay with 22 sail of the line, and proceeded to Antigua, where he took on board some provisions, with the 28th, and two companies of the 13th regiments of foot, under the command of General Prescott. On the evening of the 23d the rear-admiral sailed from St. John's Road, and stood under an easy sail for Bassè Terre, preceded by the Convert and Lizard frigates. At the break of day the signal was made to form the line of battle, for the purpose of bearing down the more effectually to attack the enemy, who was at anchor in the road. Unfortunately the Alfred ran foul of the Nymph frigate in the night, and received so much damage, that it became necessary for the fleet to lye by the whole day to repair it. The Nymph was in a much worse condition, being almost cut in two; she was ordered to return to Antigua. The advanced frigates chased and captured the Espion, a large French cutter, laden with shells and ordnance stores for the besieging army.—The delay occasioned by the above accident, gave the French admiral timely notice of the approach of the British fleet. The Comte de Grasse instantly got under weigh and stood to sea, thinking thereby to secure all the advantages which his superiority in numbers would give him.

On the 25th, at day-light, the enemy's fleet was observed about three leagues to leeward, formed in order of battle, consisting of 33 sail of the line, (29 of which were two-decked ships). Sir Samuel Hood instantly perceived the great advantages to be derived from this movement, and carried on every appearance of an immediate and determined attack, which drove the enemy farther to leeward, and at a greater distance from the shore: by this excellent and well-judged manœuvre, the British admiral pushed for Basse Terre, and in the evening anchored his fleet in line of battle ahead in Frigate Bay. The Comte de Grasse, disappointed in his object, and apprehensive that all communication might be cut off from the army, made a most furious attack upon the rear of the British fleet, commanded by Commodore Affleck; but that gallant officer made so noble a defence, and was so ably supported by his seconds, the honourable Captain Cornwallis, in the *Canada*, and Lord Robert Manners, in the *Resolution*, (who kept up an incessant fire, covering the other ships of the division while they brought up in their stations, particularly the *Prudent*, whose wheel was shot away, and the rudder choaked by a shot which had lodged between it and the stern-post) that the enemy finding they could not make any impression on the resolute firmness of the British commanders, bore up and stood to sea. The *Solebay* frigate, of 28 guns, Captain Charles Holmes Everett, being closely pursued by a French ship of the line, ran ashore on Nevis Point. The French admiral ordered two frigates in to attack her, upon which Captain Everett retired with his crew ashore, and set fire to the ship; she soon after blew up.

The next morning, at eight o'clock, the French fleet stood in, as if determined to force the British line, which they attacked with great violence from van to rear, without making the least visible impression on it; they then wore and stood to sea. Sir Samuel Hood, having observed that the rear of his fleet was too much exposed, took this opportunity to change their position, and directed the seven ships in his rear to extend themselves in a line towards the town of Basse Terre, forming an obtuse angle, by which means no one part of the fleet could suffer a partial attack. The Comte de Grasse, not yet discouraged, renewed the engagement in the afternoon, directing his attack principally against the center and rear divisions; he was again repulsed, and suffered more material damage than in the preceding battle. The *Ville de Paris* was seen the next morning upon a heel for several hours, repairing and plugging up the shot-holes which she had received between wind and water. The loss on board the French ships must have been considerable; it is said above 1000 wounded men were sent to St. Eustatius. The British had 72 men killed, including officers, and 244 wounded, including 6 officers.

On the 28th, General Prescott, with part of the 13th regiment, the whole of the 28th and 69th, were landed under cover of four frigates, viz.—

Fortunee,	of 40 guns.	Capt. H. C. Christian.
Triton,	.. 28	—————
Pegasus,	ditto.	John Stanhope, and
Eurydice,	ditto.	George Wilson.

After a smart skirmish with a detachment of French troops, which were beaten, and obliged with much loss

to retreat into Basse Terre, the general took post upon a commanding hill. About 40 of our troops were killed and wounded in this conflict. The following morning the Marquis de Boullie arrived with 4000 troops from Sandy Point; but finding General Prescott's situation to be too strong to venture an attack, he retired with his troops to the siege of Brimstone-hill. As no object could be gained by General Prescott remaining on shore, he on the same evening re-embarked. Soon after the arrival of the fleet, an officer was conveyed to Brimstone-hill, and returned in safety: by this means signals were established between Brigadier-general Fraser and the admiral. The vigilance of the enemy cut off all further communication; many attempts were however made to throw succours into the garrison, all of which proved ineffectual. Captain Curgenvin, of the navy, and Captain Bourne, of the marines, with some others, in attempting to convey letters or messages to the general, were detected and taken prisoners. The enemy prosecuted the siege with unabating vigour until the 13th of February, when a practicable breach was made in the works. The general and governor having given up all hope of succour, in order to save the further effusion of blood, which must have been the consequence of an assault, and the brave garrison being reduced to not more than 500 men fit for duty, they embraced the proposals of a capitulation made by the Marquis de Boullie; who, on the same day, made the surrender of Brimstone-hill, known to the admiral by a flag of truce, which had been previously agreed upon. During the siege Captains Inglefield and Knight were at different times sent with flags of truce to the Marquis de Boullie, and the Comte de Grasse.

On the 14th, in the morning, the French fleet, which had either kept the sea, or at times anchored in Old Road, stood in, and anchored off Nevis, their force consisting of 34 sail of the line, having been joined by the *Triomphante*, *Brave*, and three other ships of the line.

Sir Samuel Hood, perceiving it no longer necessary for the British fleet to continue in its present situation, which was useless and dangerous, not only from the superiority of the enemy's fleet, but that they were preparing to erect gun and mortar-batteries on a commanding hill opposite the shipping, accordingly issued orders to the captains of the fleet to slip or cut their cables without signal at eleven o'clock at night, the sternmost and leewardmost ships first, and so on in succession, and to proceed under an easy sail until directed otherwise by signal. That this order might be punctually obeyed, the captains were directed to set their watches by the admiral's time-piece. This was performed with the utmost order and regularity, without being molested or pursued by the French fleet, which was lying within five miles, and must have witnessed this excellent manœuvre of the British admiral. Soon after the islands of Nevis and Montserrat fell into the possession of the French.

Sir Samuel Hood anchored in St. John's Road, Antigua, February 19; and on the same day Sir George Rodney arrived at Barbadoes from England with several sail of the line; on the 25th he joined Sir Samuel Hood off Antigua; and three days after three more sail of the line arrived from England. The fleet being thus united, the admiral proceeded to St. Lucia for the ships to refit, and to complete their water. On the 14th of

March he put to sea from thence to cruize, and endeavour to intercept a large French convoy, which was expected to arrive from Europe ; but notwithstanding the vigilance of the frigates, which were stationed to look out for it, the enemy had the address to keep close under Guadaloupe and Dominique, by which means they effected their escape into Fort Royal Bay on the 20th and 21st, unperceived by any of our ships. When Sir George Rodney was informed of this unlucky event, he returned to St. Lucia in order to refit, and watch the motions of the enemy.

The Comte de Grasse was not less active in his endeavours to equip his fleet, in order to proceed to leeward, and form a junction with the Spaniards, for the purpose of executing their grand object, the reduction of the island of Jamaica.

On the 8th of April, at day-light, Captain Byron, in the *Andromache* frigate, communicated to the admiral by signal, that the enemy's fleet, with a large convoy, were seen coming out of Fort Royal Bay, and standing to the N. W. Sir George Rodney instantly made the signal to weigh, and by noon the whole fleet was clear of Gros-islet Bay. The admiral stretched over to Fort Royal, and finding none of the French ships there, or at St. Pierre's, he made the signal for a general chase. In the night the enemy's lights were distinctly seen ; and at day-light, on the morning of the 9th, some of the advance ships were close up with their convoy under Dominique ; their ships of war appeared forming the line of battle to windward, and standing over towards Guadaloupe. Sir George Rodney had early in the morning made the signal to prepare for battle, and to form the line ; but the fleet being becalmed under the high lands of Dominique,

the ships were unable to get into their station. As soon as the breeze reached the van division, commanded by Sir Samuel Hood, he stood on, and closed with the enemy's centre. At nine o'clock the action commenced, and was maintained with determined bravery for upwards of an hour by this division; the *Barfleur* having generally three ships firing upon her at once. At length the leading ships of the centre got the breeze, and were enabled to come up to the assistance of the van; these were soon after followed by the *Formidable*, *Duke*, and *Namur*, who made and supported a most tremendous fire. The gallantry displayed by a French captain of a 74 gun ship, in the rear, who, when opposite to Prince Rupert's Bay, backed his main-top sail, steadily received, and bravely returned, the fire of these three ships in succession, without in the least flinching from his station, excited the highest applause and admiration of his enemies. The *Comte de Grasse*, observing the rear of the British fleet coming fast up, and having the advantage of the wind, made sail and withdrew out of reach of shot. Notwithstanding this unequal conflict the enemy suffered so much, that two of their line of battle ships were under the necessity of quitting the fleet, and put into *Guadaloupe*. On our side the *Royal Oak*, *Montague*, and *Alfred*, were the ships most materially injured, and those not so much as to prevent their being repaired at sea. A few gallant officers fell, as will hereafter appear.

The necessary repairs of the fleet were not completed before the 11th; during this time the enemy, by carrying a greater quantity of sail, had gained so far to windward as to weather the *Saintes*, and were nearly hulled. All hope of being able to come up with them

seemed now at an end. In this critical state of things, so highly interesting on both sides, two French ships of the line which had received damage in the late action, were perceived about noon considerably to leeward of their fleet, with the top-masts struck. The signal was instantly made for a general chase. It then blowing a fresh and steady gale, the *Agamemnon*, and some others of the headmost ships, would have cut them off before the evening, had not the signals which they made for assistance, induced the *Comte de Grasse* to bear down to their relief. This brought the enemy so far to leeward, that the hope of forcing them to battle was again revived. Sir George Rodney recalled the ships in chase, formed a close line of battle, and carried sail to windward all night. At dawn of day on the 12th, a French ship of the line, the *Zelee*, of 74 guns, much disabled, and towed by a frigate, was observed to leeward. The *Comte de Grasse* seeing that she must be inevitably taken by the British ships which were ordered to chase, bore up with his whole fleet for her protection. It was now impossible to avoid an engagement. The ships in chase were ordered to their stations, and a close line ahead formed on the starboard tack; the enemy being on the larboard. At half past seven Rear-admiral Drake's division which led, commenced the action, and it soon became general from van to rear. Towards noon the wind shifted so as to admit the center of our fleet to fetch to windward of the enemy; Capt. Gardner, in the *Duke*, bravely attempted to force the enemy's line, but unfortunately her main-top-mast falling over the side, disappointed him in this noble attempt, and she dropped to leeward. Sir George Rodney, in the *Formidable*, supported by the *Namur* and

Canada, was most successful; having broke through their line about three ships from the *Ville de Paris*, he was soon followed by all those in his rear; he immediately wore, and doubled upon the enemy, keeping up a tremendous and incessant fire. By this bold manœuvre the French line was broken and thrown into the utmost confusion; their van bore away, and endeavoured to re-form to leeward; but they were so hardly pressed by the British ships, that they were never able to accomplish it. Sir Samuel Hood's division, which had been becalmed the greater part of the forenoon, now came up and made the victory complete.

The *Glorieux*, commanded by the Viscomte D'Es-car, made a most gallant defence; her masts and bowsprit were shot by the board; neither did he strike until entirely abandoned by his friends. Her brave commander fell in the action. M. de Marigny, in the *Cæsar*, displayed equal bravery, having sustained the fire of several of the British ships, and almost a wreck; he was close and vigorously attacked by the *Centaür*, but his courage was inflexible; he is said to have ordered the colours to be nailed to the mast; at length being mortally wounded, and three other ships coming up, M. de Marigny surrendered his ship and life at the same instant. The *Cæsar* had no sooner struck, than her masts fell over the side. The *Ardent* was in the midst of our fleet, and struck to the *Belliqueux*. The *Hector*, of seventy-four guns, after a feeble resistance, struck to the *Canada*. Captain Cornwallis left his prize to be taken possession of by the *Alcide*, and made sail after the French admiral in the *Ville de Paris*, who, together with his seconds, were endeavour-



been a present from the city of Paris, to Lewis the XVth, in that fallen state of the French marine, which prevailed towards the close of the former ruinous war. No pains nor expence were spared to render the gift worthy of that great city, and of the monarch to whom it was presented; so that she was said to have cost 176,000*l.* sterling in her building and fitting out for sea. It was for some time believed that one of the French ships (the *Diademe*,) had been sunk in the action; but it was afterwards understood that she arrived at Cape Francois in a very crippled condition, with three others, who, after the action, bore away for Curacoa.

The total loss sustained by the French must have been prodigious; besides the ships' crews, they had on board 5500 troops: it is in general believed that the killed amounted to above 3000, and double that number wounded. On board the *Ville de Paris* alone 400 are said to have been slain. The British fleet did not suffer in a proportionate degree, when we take into consideration the length and violence of the battle, and determined obstinacy with which the enemy fought. In the engagement of the 9th and 12th, the number killed amounted to 237, and wounded 766; among these were some excellent and gallant officers. Captain Blair, of the *Anson*, was among the slain; also Capt. Bayne, of the *Alfred*, who lost his thigh by a cannon-shot, and the effusion of blood was so great that he expired before the tourniquet could be applied. Lord Robert Manners, of the *Resolution*, received so dangerous a wound that he died on his passage to England on board the *Andromache*, in the 25th year of his age; he was a young officer of distinguished abilities, and universally lamented by the navy.

Upon the news of this glorious victory reaching England, the thanks of both houses of parliament were unanimously voted to Admiral Sir George Rodney, Rear-admirals Sir Samuel Hood and Drake, Com. Affleck, the captains, officers, seamen, and marines of the fleet. His Majesty was graciously pleased to create Sir George Rodney a peer of Great Britain; Sir Samuel Hood a peer of Ireland: Rear-admiral Drake and Commodore Affleck were also created baronets of Great Britain. The parliament, on the 23d of May, voted a monument to be erected to perpetuate the memory of Captains Bayne, Blaire, and Lord Robert Manners, who had so bravely fallen in the defence of their king and country.

The fleet remained for three days under Guadaloupe to repair the damages it had received in the action, which afforded a most favourable opportunity for the flying enemy to escape. On the 17th, Sir Samuel Hood was detached with such ships of his division as had been the least disabled, to endeavour to pick up some of the stragglers. The alacrity with which Sir Samuel Hood executed his commission, enabled him on the morning of the 19th to get sight of five sail of the enemy's ships. On perceiving the British squadron, they pushed for the Mona passage, in hopes, from the shallowness of the water, they would not be pursued. This had no effect whatever on the enterprizing and determined resolution of the gallant admiral; who instantly threw out the signal for a general chase. As the enemy approached the passage, the wind died away, and they lay some time becalmed, which gave our ships greatly the advantage, and enabled Captain Goodall, in the Valiant, at three o'clock in the afternoon, to get alongside of the Caton,

of 64 guns, which struck the first broadside. This brave officer, leaving her to be picked up by the ships astern, proceeded on and attacked the Jason of the same force, with so much impetuosity, that after a stout resistance of twenty minutes, she hauled down her colours. Captain Robert Linzee, in the Magnificent, took L'Amiable, of 32 guns; and Captain Alexander Hood, in the Champion, the Ceres, of 16 guns. The only remaining ship of the enemy, the Astree, of 32 guns, although closely pursued by the Warrior, effected her escape. On the 23d of April, Sir Samuel Hood rejoined the fleet off Cape Tiberoon, upon which Sir George Rodney proceeded to Jamaica with those ships most disabled and the prizes, leaving Sir Samuel Hood with a strong squadron to watch the enemy, should they venture out, and attempt to prosecute their attack upon Jamaica.

On the 21st of November, Admiral Pigot arrived at Barbadoes with the fleet from New York: on the 8th of December he was joined by Rear-admiral Sir Richard Hughes, with eight sail of the line from England. On his passage, the Ruby, of 64 guns, commanded by Captain John Collins, chased from the squadron, and after a brisk action captured the Solitaire French ship of war, of 64 guns, commanded by the Chevalier de Borda. The enemy had her mizen-mast shot away, twenty five men killed, and thirty-five wounded. The Ruby had two men slightly wounded, with her fore-mast, rigging and sails much damaged. Sir Richard Hughes also took a small frigate of 24 guns.

Rear-admirals Sir Peter Parker and Graves commanded His Majesty's squadron at Jamaica. Towards the latter end of April, the Spaniards in great force at-

locked the Bermuda Islands; Col. Maxwell, the governor of Providence, whose force consisted of about 170 invalids, held out for a few days, in hopes he might be relieved by the arrival of some ships of war. No succour being likely to arrive, the governor, on the 8th of May, surrendered the islands by capitulation. To compensate, in some measure for the loss of these islands, Lieutenant-colonel Despard, (who was confined in the prison of Clerkenwell, on suspicion of conspiring against the state in 1798, and suffered for high treason in 1803) and Major, Cambell, with about 1100 maroons, negroes, and Musquito Indians, attacked the Spaniards, who were in great force at Black River, and gained possession of the old settlements, and Fort Dalling; the Spanish governors and garrisons were made prisoners, and sent on parole to Omoa.

Notwithstanding the success which had attended the British fleet, yet the inclemency of the weather exposed them, at this period, to many misfortunes. The ships of war and convoy, under Rear-admiral Graves, continued their course without any material occurrence until the 22d of August, when the Hector, one of the prizes, being badly manned, and a heavy sailer, dropped so far astern at night, that she parted company with the fleet. On the 23d of Sep. it blew a strong gale, in which the leaks of the Caton, of 68 guns, and Pallas frigate, had so much increased, that the admiral ordered them to bear away for Halifax. On the 16th in the afternoon the fleet being in the latitude of 42 degrees, 15 minutes north, and longitude 48 degrees, 15 min. west, was overtaken by a violent gale of wind from the E. S. E. which continued to blow with unabating fury until three o'clock the next morning, when on a

sudden it shifted to the N.N.W. and blew a hurricane. As the day broke it discovered an inexpressible scene of horror and distress; some of the ships of war had lost their masts, and were otherwise much disabled; many of the convoy had not only suffered similar disasters, but had actually foundered, and the sea was covered with wreck. Several miserable wretches of both sexes were seen either lashed, or clinging to them; the impossibility of giving them the smallest assistance rendered their dreadful situation still more piteous: the storm continued to rage, and the sea was so rough and agitated, that no boats could be put out to their relief; a few indeed were fortunate enough to be saved by ropes, which were thrown from the ships, as they approached near the wrecks. When the squall came on, the *Ramilies* had her main-tail set, and in this situation was taken aback; before the clew garnets could be manned, the main-mast went overboard, carrying with it the mizen mast, fore-top-mast, and fore-yard. The tiller broke in the rudder head, and in a short time, from the chain-pumps being choaked, there was six feet water in the hold. In the course of the day several of the guns and heavy stores were thrown overboard to ease the ship. Unavailing however were all these efforts; the pumps could not be cleared, and on the 24th the leak increased to ten feet water in the hold; the admiral began now to despair of saving the ship. The gale having abated, he made the signal for the few merchantmen that were still in company, to come down to his assistance, and to take on board the crew, which were all distributed by four o'clock in the afternoon. The *Ramilies* at this time had fifteen feet water in her hold; the admiral directed Captain Meriarty to set her

on fire, and in a few minutes she blew up. See *Memoirs of Chevalier* vol. ii. p. 308-321.

Far more melancholy was the fate of the Centaur, of 74 guns, Captain Inglefield, which had been laid so much on her beam ends by the squall, that the water burst through from the hold between decks; she lay motionless, and seemed irrecoverably overset. Her masts falling overboard, she in some degree righted, with the loss of her rudder, but with such extreme violence, as caused unspeakable mischief and confusion. The guns broke loose, the shot were thrown out of the lockers, and the water that came from the hold swept away every thing between decks, as effectually as the waves had, from the upper. The officers, when the ship overset, ran up from their beds naked; neither could they get at a single article of clothes to put on in the morning; nor could they receive any assistance from those who were upon deck, having no other but what they had on. The vessel was kept afloat until the 23d, on which morning the water in the hold had blown up the orlop deck, and the cables floated to the gun deck.

At five o'clock in the evening Captain Inglefield (who had yet formed no determination for himself) went upon deck, the five lieutenants, with all the other officers excepting the master, were below; perceiving a few of the people had got into the pinnace, which was lying under the main chains, and that others were preparing to follow them, Captain Inglefield beckoned to the master, and they both instantly jumped into the boat. The sea ran so high, it was with much difficulty they could get her clear of the ship; several of the men on the gun deck, in precipitately endeavor-

vouring to follow their example, fell into the sea and were drowned. Mr. Baylis, a midshipman only fifteen years of age, threw himself overboard, and had the good fortune to reach the boat; though it was with some difficulty Captain Inglefield could prevail on the men to take him in. The whole number now in the boat was twelve, adrift in the middle of the Atlantic ocean, a dark and stormy night approaching, without either compass, quadrant, or sail. For the severe hardships which they endured, and the surprising manner in which Providence conducted them through so many perils, we must refer the reader to the *Mariner's Chronicle*, vol. i. p. 191—209.

More deplorable, if possible, than either of the preceding, was the wretched situation of the *Flector* of 74 guns, Captain Bouchier, after she had parted company with the fleet. She was an old ship and in such bad condition, that before she sailed from Jamaica, all her guns excepting fifty-two were taken out, and her masts were replaced by others of a smaller dimension; her complement of men amounted to 300, most of whom were invalids from the fleet, American and French prisoners. In this miserable condition, on the evening of September 8, she fell in with the *Eagle* and *Gloire* French frigates, each mounted with 40 guns and a complement of 300 men, besides a great number of land officers and troops whom they were conveying to North America. The frigates having soon discovered the weak state of the *Hector*, instantly bore down, and placing themselves one upon her beam and the other upon her quarter, began a furious cannonade; Captain Bouchier made a most gallant resistance; but the slackness of the *Hector's* fire and slowness of her

movements, gave the enemy frequent opportunities of raking her; confiding in the number of their men, they attempted to board the Hector, but were nobly repulsed with great slaughter. The engagement continued almost four hours with unabating violence; when, to the great astonishment of those on board the Hector, the enemy ceased firing and sheered off, although daylight must have discovered to them the miserable state she was in. Prodigious were the damages sustained; her already crazy hull was almost torn to pieces, and the masts, sails and rigging were rendered useless by the shot; her emaciated and weak crew, worn down by sickness, performed prodigies of valour, and by their noble exertions, supplied the defect of strength and number. Forty-six of these brave fellows were either killed or wounded; among the latter was Captain Bouchier, who received so desperate a wound in the arm, that he was obliged to quit the deck; giving charge of the ship to Captain O'Bryen Drury (who was on his passage to England), this officer maintained the battle with undaunted courage and intrepidity until the enemy sheered off. But greater calamities than these they were still destined to encounter; for, a few days after the engagement, a storm arose, in which they lost all their masts and rudder, and the leaks encreased to so violent a degree, that the hold was filled with salt water, by which a great quantity of the provisions and fresh water was spoiled. The only remaining sail was fothered and drawn under the bottom of the ship with the hope of diminishing the leaks, but all without effect; the leaks continued to gain upon them; the decks were fast sinking, and some of the beams of the orlop deck had absolutely fallen into the hold. Death constantly

diminished their number; and the small quantity of spirits which for several days had supported and kept the remainder of the crew from perishing, was nearly exhausted. It required the utmost exertion of the officers to prevail on and keep the men at the pumps, many of whom dropped dead while working them. For four days they were reduced to the deplorable necessity of existing without either spirits or water. The most afflicting and miserable picture now presented itself, that of being destined to linger out a painful but short existence; when to their inexpressible joy, a sail was discovered bearing down upon them, October 3. This proved to be the *Hawke* snow, a letter of marque, belonging to Dartmouth, commanded by Captain John Hill, from Lisbon, bound to St. John's, Newfoundland. No sooner was the distressed situation of the *Hector* known to this generous and humane man, than without considering the risk to which himself and crew might be exposed, he instantly applied himself to their relief. He remained by them all night, and in the morning took on board Captain Bouchier, and the 200 poor fellows that were left. His vessel became much crowded; in order, therefore, to accommodate them the better, he threw overboard a great part of his cargo. On the day when the *Hawke* arrived at St. John's, the last cask of water was aboard; had the wind proved otherwise than fair, their generous deliverers might have been involved in the distresses which the unfortunate crew of the *Hector* had so recently experienced.

It is supposed, that the *Ville de Paris* and *Glorieux* (whose fate was never truly ascertained) both foundered; especially if we are to give credit to a seaman by the name of Wilson, who was picked up by a Dane,

floating on a piece of wreck, who said he had belonged to the *Ville de Paris*; that when she foundered he had clung to it; he was so overcome with terror, that he could not recollect any thing further, excepting that he had seen the *Glorieux* go down the day preceding that on which the *Ville de Paris* perished. Thus not a single trophy remained excepting the *Ardent*, to commemorate the glorious victory on the 12th of April.

The only ship of war which had escaped the fatal effects of this dreadful hurricane, and was, indeed, the first to announce the destruction and havoc which it had caused was the *Canada*, of 74 guns, commanded by the Honourable Captain William Cornwallis, which arrived at Spithead with the loss of her mizen-mast and in a most leaky condition, Oct. 5.

On the 9th, the *London*, of 98 guns, Captain Kempthorne, *Torbay*, of 74 guns, Captain Gidoin, and *Badger* sloop, Captain Hills, being on a cruize off *Hispaniola*, fell in with *Le Scipion* French ship of 74 guns, and a large frigate, which they chased from rine in the morning until the evening of the 18th, when after a most resolute and spirited resistance, in which the French commander, M. Macnamara, displayed great bravery and nautical skill, he ran his ship on shore in *Serrena Bay*, where she was lost. In the engagement, which was principally with the *London*, they fell on board of each other, and by a masterly manœuvre the Frenchman disentangled himself, and so much disabled the *London*, as to render her incapable of pursuing him. The *Torbay* continued the pursuit, but M. Macnamara had run his ship on shore before she reached within shot. The *London* had nine men killed, the *Lieutenants*

Burgess, Hankey and Trigg, and seventy-two men wounded.

About the same time Captain Christopher Parker, in the Diamond of 32 guns, being on a cruise, fell in with, and after an obstinate engagement, captured the Magdalena Dutch armed ship of 80 guns, 190 men, twenty-eight of whom were killed and as many wounded. She was, however, on her passage to Jamaica, retaken.

His Majesty's brig the Lively, commanded by Capt. Stanhope, on a cruise off the island of Cuba, captured an American ship, whose crew being indulged with too much liberty on board the Lively, surprised and seized Captain Stanhope, his officers and men. The Americans having gained possession of the brig, carried her into the Havannah. Captain Stanhope, on being released, was tried by a court-martial, and sentenced to be dismissed the service.

With respect to the coast of Africa, we have only to say that Captain Shirley, in the Leander of 60 guns, and Captain Frodsham in the Alligator sloop of war, took Agara and four other of the principal Dutch forts on this coast. The ruin of their settlements was made complete by the capture of the strong and well garrisoned fort of Commenda, mounted with thirty-two pieces of cannon, as many howitzers, and two mortars; this was accomplished by the gallantry of Lieutenant Cartwright, of the Argo frigate, who landed with a detachment of seamen to co-operate with the land forces belonging to the African company.

The Alligator, on her passage to England, having been attacked by La Frée's French frigate, 66 35 guns,

Captain Frodsham defended the ship with great bravery, till the enemy got close alongside, when he was obliged to strike his colours.

We shall now conclude this year's account with a summary of the naval transactions at the East-Indies.

Vice-admiral Sir Edward Hughes having sailed with the squadron from Negapatnam, Jan. 2, to carry into execution the design which he had formed, for the reduction of the Dutch settlements of Trincomalé, in the island of Ceylon, Sir Hector Monro, in order to garrison the place in case of success, sent on board the fleet 500 volunteer seapoys, and an officer with 30 artillery-men. On the 4th the admiral anchored in Trincomalé bay, and on the 5th, about 3 miles from Trincomalé Fort; he began to disembark the troops with a considerable detachment of seapoys, seamen, and marines, under the command of Captain Gell, of the *Ménorca*, assisted by Captain James Montagu, of the *Medea*, and Captain Reynolds, of the *Combustion* fire-ship. Before dark the whole were landed without opposition, and having formed on the beach, proceeded to the attack of the fort, of which they became masters that night, by the grenadier company of marines pushing resolutely on through the gateway while the governor was drawing up the terms of capitulation which he meant to propose. The garrison only consisted of three officers and 40 soldiers, with 16 old iron guns for its defence. From the prisoners the admiral learnt, that the only remaining force had retired into fort *Ostenburgh*, situated on a hill which commanded the harbour, and protected their shipping. Accordingly, on the 8th, the troops marched towards a high hill, that commanded *Ostenburgh* Fort; on the top of which the enemy had a post, with an of-

ficer's guard: from this post, which was within 200 yards of the fort, the enemy was driven that night. Early the next morning the admiral sent Captain Gell with a letter of summons to the governor, who replied, that he would defend the place to the last extremity. Sir Edward Hughes, from motives of humanity, and to save the effusion of blood, again summoned the governor to surrender; to which he gave a positive denial, alleging, that the strictness of his orders compelled him to defend the place. These letters were transmitted through Major Gell, an engineer officer of distinguished abilities in the service of the East-India Company, who informed the admiral that, from the observations he had made, the lower fort might be carried by assault. The necessary disposition was accordingly made; the storming party consisted of 450 seamen and marines, covered on each flank by a company of pioneers, with 20 seamen armed with cutlasses, who carried the scaling-ladders: the whole supported by a reserve, composed of three companies of seamen, and as many marines, with two field-pieces. At day-break, on the 11th, they advanced to the assault, preceded by a serjeant's party, who bravely pushed forward and entered through the embrasures unperceived. The whole storming party instantly followed, drove the enemy from their works, and possessed themselves of the fort. This secured the immediate surrender of the ships and vessels in the harbour. In the assault Mr. George Long, 2d lieutenant of the *Superbe*, a deserving young officer, was killed, with 20 non-commission officers, seamen, and marines. Lieutenant Wolsely of the navy, lieutenant Samuel Orr of the marines, and forty non-commission officers and privates were wounded. The loss which the enemy

sustained was very inconsiderable, as most of them threw down their arms, and their forfeited lives were spared by that disposition to mercy which ever distinguishes Britons. Sixty-seven pieces of cannon of various calibres, besides swivels, guns dismounted, mortars, vast quantities of shot, &c. &c. were found in both forts. In the harbour were captured two of the enemy's ships, richly laden, one belonging to the company, and one private.

The admiral, sensible that the knowledge of these successes, by which the Dutch were driven entirely from the coast of Coromandel, and a fair beginning made towards getting possession of all their valuable settlements on the island of Ceylon, would be attended with many good consequences to the public, immediately dispatched the *Nymph* sloop to England with the happy news. The fall of Negapatam fully answered our expectations, as Hyder Ally's troops immediately after evacuated all the forts and strong posts they held in the Tanjore country, and the polygars, or petty princes, in the Marava and Trinavilly provinces, who, at the instigation of Hyder, had rebelled against the Nabob of the Carnatic, and taken up arms against us, were returning to their obedience on the best terms they could make.

Sir Hector Monro, in a letter to the Earl of Hillsborough, observed, "that the reduction of the fortress of Negapatam, at that period, was of the utmost consequence; for should the French and Dutch, or either of them, come in force to the coast of Coromandel, Negapatam would not only have been their arsenal and granary, but the place whence they would have commenced all their intended operations against the com-

pany's forts and settlements in that part of India, and would have been of as much consequence as Pondicherry would have been, had it not been taken and demolished." By the general's return, it appears that the forces under his command, at the reduction of Negapatam, amounted to 4214, of which 133 killed, wounded, or missing.

The garrison which were made prisoners consisted of Mr. Hornæd, the governor, one captain, two lieutenants, three surgeons, 250 European infantry, one captain, one lieutenant of engineers, two subalterns, fifty European artillery, fifty-five seamen from the ships in the harbour, ten artificers, one captain, one lieutenant and two ensigns of Malays.

As the squadron were now in want of stores and provisions, Sir Edward Hughes sailed from Trincomalé on the 31st of January, and arrived in Madras road Feb. 8, when he received advice from Lord Macartney, the governor, that a French squadron consisting of thirty sail of ships and vessels, were at anchor about twenty leagues to the northward of that port. On the 9th in the afternoon, the admiral was joined by three ships of war and an armed transport. All possible expedition was used to get on board the stores and provisions ; but before it was completed, the enemy's squadron appeared in the offing on the 15th, and at noon came to anchor about four miles without the road. The admiral immediately placed his ships with springs on their cables in the most advantageous position to defend themselves and the numerous shipping which lay within them in the road. At four in the afternoon M. de Suffrein suddenly weighed and stood to the southward. A detachment of 300 officers and men from the 98th

regiment of foot were embarked, and being distributed on board of those ships that were the worst manned; the admiral directly weighed and pursued them throughout the night under an easy sail.

At day break the next morning, he found that their fleet had separated; the ships of the line and a frigate were about four leagues to the eastward of the British fleet, and the rest of the frigates with the transports, were about three leagues to the S. W. steering directly for Pondicherry. Sir Edward Hughes immediately made a signal for a general chase in that quarter, in order if possible to cut off their transports; which might be the means of forcing M. de Suffrein to give him battle, should he venture down to the protection of his convoy. In the course of the chase, the copper-bottomed ships came up with and captured six sail of the convoy, five of which were English, taken by the enemy when to the northward of Madras, with their crews on board. The sixth was a large French transport named the *Lurinston*, taken by Captain Lumley in the *Isis*, she was very deeply laden with shot, gunpowder, guns, and other military stores; on board her were many officers and 300 men of the regiment of Lausanne.

When M. de Suffrein perceived the danger of his convoy, he bore down with all the sail he could set; about three o'clock in the afternoon, four of the enemy's best sailing line of battle ships, were within two or three miles of the sternmost of the British, who were consequently much spread during the chase. Sir Edward Hughes made the signal for the chasing ships to join him, which they all did about 7 o'clock; the hostile squadrons continued in sight of each other all night. Early in the morning of the 17th, the enemy's squadron

was seen about three leagues to the N. E. the weather proved extremely squally, with baffling and uncertain winds; which prevented the squadrons approaching each other till the afternoon; when after various manœuvres on both sides, about four o'clock a favourable squall permitted M. de Suffrein to bear down with the whole force on the centre and rear of the British, who had little or no wind. Such being the critical situation of the English squadron, and there not being sufficient wind for the ships of the British van to tack and get into action, Sir Edward Hughes had not time to form in close order before he was warmly attacked by eight of the enemy's ships. The Exeter, which was the sternmost ship, and a bad sailer, being at some distance from her second ahead, was most furiously attacked by three of the French ships. M. de Suffrein, in the Hero, bore down and fell with no less violence on the Superbe. Thus the brunt of the action fell on only five of the British ships, the Superbe, the Exeter, the Monarca, the Hero and the Isis, which were obliged to sustain, for some time, a very unequal combat against eight of the enemy's best ships; the enemy never advancing further than the Superbe. The action was vigorously maintained till 6 o'clock, when a sudden squall gave the British the advantage of the wind; who, in their turn, renewed the engagement with so much spirit and alacrity, that in twenty-five minutes the enemy hauled their wind and stood to the N. E. after having visibly suffered severely. As it was evidently the design of M. de Suffrein to disable the Superbe and Exeter, those two ships were materially crippled; the Superbe's main-yard was cut in two in the slings, and she had above four feet water in the hold, which gained

considerably upon them until many of the shot holes were plugged up. The Exeter was almost reduced to a complete wreck, having at times from three to five ships upon her; and but for the prompt and gallant assistance of Captain Wood, in the Hero, she most probably would have been sunk. Commodore King displayed the most unshaken fortitude and presence of mind. Towards the close of the action, as two of the enemy's ships were bearing down to attack the Exeter, already a wreck, it is said the master asked the commodore what he should do with the ship; to whom he bravely replied, "there is nothing to be done but to fight her till she sinks."

Disappointed in the hopes of triumph, the enemy was out of sight in the morning; the masts of the Superbe and Exeter had received so much damage, that it was dangerous to carry sail on them; and the shot holes in all the ships engaged so far under water, as to make it impossible to stop them at sea; the admiral was determined to proceed to Trincomalé, as the only proper place to refit the disabled ships, where he arrived on the 24th. In this desperate and partial engagement the service was deprived of two brave and distinguished officers, by the loss of Captain Stephens, of the Superbe, and Captain Reynolds, of the Exeter. The whole loss amounted to thirty-two killed and ninety-five wounded; among the latter were Lieutenants Hughes and Newcombe, of the Superbe, and Lieutenant Charles Jones, of the Exeter.

Sir Edward Hughes having completed the necessary repairs with the utmost expedition, sailed from Trincomalé on the 4th of March. On the 12th he anchored with the squadron in Madras road, without having seen

or heard any thing of the enemy. On the 30th, the admiral being on his way back to Trincomalé with a reinforcement of troops, and a supply of military stores for the garrison, he was joined by the Sultan, of 74 guns, and *Magnanime*, of 64 guns, from England. These ships having had a tedious and bad passage, were extremely sickly, and much reduced by the scurvy. The admiral considered it of much more importance to throw the succours he had on board into Trincomalé, than to return to Madras for the purpose of landing the sick and scorbutic men; and knowing also that the enemy's squadron was to the southward, he was determined to proceed directly for Trincomalé, without either seeking or shunning the enemy. On the 6th of April the squadron fell in with a French ship from Mauritius, having on board dispatches from France for their commanders in chief by land and sea; the ship was chased on shore, and burnt near Tranquebar, the crew escaping with the dispatches. About noon on the 8th the enemy's squadron was discovered to leeward in the N. E. consisting of eighteen sail; notwithstanding which, the British squadron held on its course for its intended port. The enemy continued in sight during the three succeeding days without any other encounter taking place; but on the 12th, M. de Suffrein having obtained the weather-gage, in consequence of Sir Edward having bore away for Trincomalé, which was then only fifteen leagues distance, the enemy, conscious of their own superiority, crowded sail to get up with the rear of the British; the copper-bottomed ships coming fast up with the rear, the admiral, who, to use his own words, did not in the circumstances he then found himself, either seek or shun an action, was determined to fight them; he accordingly

at nine in the morning drew his squadron into the line of battle ahead on the starboard tack, at the distance of two cables length from each other; the enemy at this time bearing N. by E. distant about six miles directly to windward. They continued manœuvring their ships and changing their position in the line till 15 min. past noon, when they bore down; their five van ships stretched along to engage that of the British, while the French admiral with the other seven sail, steered directly down on the *Superbe*, the *Monmouth* her second ahead, and the *Monarca* her second astern. At half past one the engagement began in the van of both squadrons; and a few minutes after *M. de Suffrien*, in the *Héro*, and her second astern, *L'Orient*, bore down on the *Superbe* within pistol-shot, and continued in that position, giving and receiving a most dreadful fire for nine minutes; the *Héro* then stood on greatly damaged to attack the *Monmouth*, which was already closely engaged with another of the enemy's ships; this made room for the ships in the French admiral's rear to come up and attack the British center, where the battle raged with the greatest violence. At three o'clock the *Monmouth*, after having sustained with unparalleled fortitude the attack of two ships, had her mizen-mast shot away, and soon after her main-mast met the same fate; she was now under the necessity of bearing out of the line to leeward; and in danger of being carried by the enemy had not the admiral instantly bore down, followed by the *Sultan* and *Monarca*, to her relief. At forty minutes past three, the wind still continuing to the northward, without any sea breeze, and being apprehensive lest the ships should be entangled with the shore the admiral made the signal for the squadron to wear,

and haul their wind in a line of battle ahead on the larboard tack, still engaging the enemy. At forty minutes past five, the squadron being in fifteen fathoms water, and fearful lest the *Monmouth* might, in her disabled state, drift too near the shore, the admiral made the signal to prepare to anchor. The French squadron drew off in great disorder to the eastward, and the engagement ceased; soon after Sir Edward Hughes anchored. The *Hero*, M. de Suffrein's ship, was so much damaged, that he was obliged to shift his flag into the *Hannibal*, of the same force. Just at dark, the French frigate *La Fine*, of 40 guns, having been either ordered to tow off the *Hero*, or reconnoitre the situation of the British squadron, came so close to the *Isis*, that she fell on board her, and was obliged to strike her colours; but taking advantage of the darkness of the night, and the disabled state of the *Isis*, just come out of action, in which she had a number of men killed and wounded, and otherwise badly manned, the French frigate profited by this circumstance, got clear of the *Isis*, and escaped. The general condition of the enemy's ships, after this partial engagement concluded, leaves but little room to doubt it would have ended in their total defeat, had the weight of the encounter been more equally distributed.

The enemy continued at anchor, and in sight, for five days, during which time both parties were busily employed in repairing their damages as well as could be done at sea, neither side being in a condition to renew the attack. In this situation the squadrons continued at anchor until the 19th in the morning, when the enemy got under sail with the land wind, and stood out to sea close hauled. At noon they tacked with the

sea breeze, and stood in directly for the body of the British squadron, as if determined on an immediate attack; but when they arrived within two miles of the British line, they found them so well prepared for their reception, that the French admiral tacked, and standing to the eastward by the wind, was entirely out of sight by the evening. Sir Edward Hughes having refitted the *Monmouth* with a jury, main, and mizen mast, sailed on the 22d with the squadron for Trincomalé, and anchored in the bay on the same evening. The loss sustained by the *Superbe* was extremely heavy; the total loss amounted to 137 killed, and 430 wounded.

The French squadron proceeded to Batacalo, a Dutch port on the island of Ceylon, about twenty leagues to the southward of Trincomalé, where they repaired their shattered ships. By their own account the loss they sustained amounted to 139 killed, and 364 wounded. Early in June M. de Suffrein proceeded to Tranquebar, where his fleet was revictualled by several Dutch ships, which had arrived for that purpose from Batavia; he sailed thence to Cuddalore, which on the 8th of April had been obliged to surrender to their land forces; here the French admiral, to replenish his fleet, took on board 400 French troops, as many Sepoys, and 300 artillery men.

Sir Edward Hughes having refitted his ships and taken on board the recovered men, sailed from Trincomalé in quest of the French, June 23, and on the 24th, anchored with the squadron in Negapatnam Road; at this place he was informed that the enemy were at anchor off Cuddalore, and that they had captured the *Resolution* and *Raikes* armed transports, laden with stores and ammunition, on their passage to Trincomalé.

At one in the afternoon on the 5th of July, the enemy's squadron appeared off Negapatnam, consisting of 18 sail; and in the evening came to anchor about eight miles to windward of the British. The admiral instantly got under weigh, and by three o'clock the whole squadron were at sea, and stood to the southward during the evening and the night, in order to gain the wind of the enemy. Having gained this essential point at daylight, on the 6th the admiral formed his line of battle abreast, and bore away towards the enemy, who weighed and formed their line of battle standing to the westward; upon which Sir Edward Hughes drew his fleet into the line ahead, and threw out the signal for each ship to bear down directly upon her opposite in the French line, and to bring her to close action. These orders were executed in a most masterly manner, and a very warm close engagement was generally well maintained on both sides for several hours. The firing had commenced in the French line at twenty minutes before eleven o'clock, which was not returned by the British until they were sufficiently near for their shot to have the desired effect. The action was general from van to rear, until thirty-five minutes past twelve o'clock; the enemy's ships appeared to have suffered extremely both in their hulls and masts. The van ship had been obliged to bear away out of the line; and the Brilliant, the French admiral's second ahead, had lost her main-mast.

At this critical moment the sea-breeze having set in with unusual violence, both fleets were thrown into great disorder; several of the British ships in the van and center were taken aback, and paid round on the heel with their heads the contrary way; while those in the

rear, whose rigging had suffered the least in the action, were able to continue on their former tack, particularly the Worcester, Eagle, and Burford, which were nearing the enemy's squadron very fast, which, during the state of disorder into which the shift of wind had thrown the British, had time to collect and come to the wind on the larboard tack; those ships least disabled forming a line to windward to cover those which had suffered most. In the interim Sir Edward Hughes, to remedy the disorder into which his fleet had been thrown, hauled down the signal for the line, and threw out another to wear, intending to follow it by that for a general chase: but at this instant Captain Gell, in the *Monarca*, hailed, and informed the admiral that all his standing rigging was shot away, and the ship otherwise so much damaged as to be utterly ungovernable. The *Hero* having been also on the contrary tack, hauling in with the land with the signal of distress out; and the enemy having endeavoured to cut off the *Eagle*, which was hard pressed by two of their ships, he made the signal to wear only, and form the line ahead on the larboard tack; the engagement still continued partial between such of the ships as happened to come within reach of each other.

At two o'clock M. de Suffrein stood in shore, and collected his ships in a close body; while the British remained much dispersed, and several of them ungovernable; in this situation the admiral was obliged to give up his design of renewing the engagement. At half past four he hauled down the signal for the line of battle, and at half past five anchored between Negapatnam and Nagore. Soon after the French squadron an-

chored about three leagues to leeward. The night was employed in securing the lower masts and refitting the ships.

At nine o'clock the next morning the admiral had the mortification to see the enemy's squadron get under sail, and return to Cuddalore road, their disabled ships ahead, and those less damaged with the frigates in the rear to cover their retreat, while his own ships remained in too disabled a condition either to prevent or pursue them. At this time Sir Edward Hughes sent Captain Watt, of the Sultan, in the Rodney brig disarmed, with a flag of truce and a letter to M. de Suffrein, to demand the French king's ship the *Severe*, which had, in the general disorder into which the fleet had been thrown, by the sudden change of wind during the action fell along side the Sultan and struck her colours; but while Capt. Watt was executing the signal to wear and join the admiral, the *Severe* took the advantage of her situation, and without shewing any colours, to pour a raking fire into the Sultan. The French admiral, however, returned an evasive answer, and alledged that the colours had not been intentionally struck, but had come down from the halliards of the ensign being shot away.

The whole loss sustained by the British amounted to seventy-seven killed and 233 wounded; among the former were Captain Dunbar Maclellan, of the *Superbe*, and Captain Broxholme Jenkinson, of the 98th regiment, two officers of distinguished bravery and universally regretted. On the side of the enemy 178 were slain and 601 wounded.

As it proved absolutely impossible to repair, at present, the damages which the squadron had sustained, and their stores, provisions, and ammunition being

nearly exhausted, Sir Edward Hughes was under the necessity of proceeding to Madras to get a supply. The squadron arrived in the road July 20. The admiral was here joined by the Sceptre of 64 guns, which had left England with Sir Richard Bickerton; soon after clearing the channel Captain Graves separated from the rest of the squadron, and put into Rio Janiero, where he met with the Medea frigate. In the course of their passage to India they captured a large French ship laden with naval stores, in charge of which Capt. Graves left the Medea, that he might proceed himself with the greater expedition to join the admiral. In order to secure Trincomalé from any desultory attempt which the enemy might make, Sir Edward Hughes, on the 31st, dispatched the Monmouth and Sceptre with a reinforcement of troops, and a supply of stores and provisions for that garrison. On the 10th of August, these ships having completed the service on which they were ordered, rejoined the admiral. The Medea arrived with the prize, August 13.

M. de Suffrein having refitted his squadron, sailed from Cuddalore on the 1st of this month, to join the Sieur D'Aymar, who, he learnt, had arrived at Point de Galles in the island of Ceylon, in the St. Michael, of 64 guns, accompanied by L'Illustre, of 74 guns, having under his convoy the second division of the Marquis de Bussy's troops and artillery. The means of information were so difficult that the admiral knew nothing of the movements of the enemy, until the 16th, when he was joined by the Coventry frigate, Captain Mitchell who fell in with, and attacked the Bellona, a French frigate, of 40 guns; on the 12th, off the Friar's Hood, on the island of Ceylon, after a desperate engagement

of two hours and a half, the *Bellona* sheered off and made sail. Captain Mitchell pursued her with the greatest eagerness, but the *Coventry* having suffered much damage in her masts and rigging was not able to come up with her before; to his very great surprise, she led him down and joined the French fleet, which Capt. Mitchell discovered at anchor in Batacalo road, consisting of twenty-three sail. Two of the enemy's line of battle ships got under sail and chased the *Coventry*, but she outsailed them and escaped. In this action the *Coventry* had fifteen men killed and twenty-nine wounded.

When the admiral received this intelligence, he used all possible diligence to get the squadron ready for sea; he sailed from Madras on the 20th, and proceeded to the southward to Trincomalé, being apprehensive that during the absence of the squadron, the enemy might make themselves masters of that harbour. The wind continuing to blow strong from the southward, he did not arrive off Trincomalé till the night of the 2d of September. On the following morning at day-break, nothing could exceed the admiral's astonishment and mortification, when he beheld the French colours flying on all the forts, and above thirty sail riding at anchor in the different bays. The commandant of Trincomalé, Captain Macdowal, surrendered by capitulation, August 30.

In the morning of the 3d, on the appearance of the British squadron at 6 o'clock, M. de Suffrein got under sail with fourteen ships of the line, three frigates, and a fire ship, and stood out of Back Bay with the wind off the land, which placed them to windward of the British. Sir Edward Hughes immediately made the

signal for the line of battle ahead at two cables length distance, shortened sail and edged away from the wind, in order that the ships might the more speedily get into their respective stations. At twenty minutes past eight, the enemy began to edge down towards the British line. Sir Edward Hughes, in order to render the battle decisive, endeavoured by steering away large under his topsails to draw the enemy's squadron as far as possible from Trincomalé until half past eleven. The enemy all this time shewed great indecision in their movements, sometimes edging down, as if disposed to come to action, at others bringing to, and in no regular order, as if undetermined what to do. However M. de Suffrein, at noon, appeared to have fixed his resolution to engage; and at half past two the French line began to fire upon the British, which was in a few minutes returned, and the engagement soon after became general.

The two additional ships of the enemy's line fell furiously on the Worcester the rear ship. But she made so brave a resistance, and being timely supported by the Monmouth, her second ahead, who threw all her sails aback, and poured in so close and heavy a fire upon the enemy, that the attack failed entirely on that side. At the same time five of the enemy's van ships bore down in a cluster upon the Exeter and Isis, the two headmost ships, and by an incessant and powerful fire forced the Exeter, much disabled, out of the line; they then tacked, keeping their wind, and fired on the Isis and other ships in the van as they passed. The centers of the two lines during this time, were warmly engaged ship to ship; the rival commanders in the Superb and Hero, dealing out their rage with unremitting fury upon each other. At half past three o'clock,

the mizen-mast of the French admiral's, second astern, was either shot or cut away; and at the same time her second ahead lost her fore and mizen top-masts. At half past five, the wind shifting suddenly from S.W. to the E.S.E. Sir Edward Hughes made the signal to wear, which was instantly obeyed in admirable order and alertness, the enemy's squadron either wearing or staying at the same time, until the British renewed the engagement with fresh vigour. At twenty minutes past six the French admiral's main-mast was shot away by the board, and soon after his mizen-mast followed it. The Worcester, about the same time, lost her main-top-mast. At seven o'clock the body of the French squadron hauled their wind to the southward, and became exposed to a severe and galling fire from the ships in the British rear for twenty minutes, when the engagement ceased. The British squadron, after so long and desperate an action, was in no condition to pursue the enemy, who at day-light were out of sight. The very crippled state of the squadron, particularly the *Superb*, *Burford*, *Eagle* and *Monmouth*, compelled the admiral to return to Madras, where he arrived on the 9th. The loss they sustained was small when compared to the time the action lasted, and the violence with which each party fought. The killed amounted to fifty-one, and 283 wounded. Among the slain were the Captains Watt, of the *Sultan*; Wood, of the *Worcester*, and Lumley, of the *Isis*; three brave officers of distinguished merit, whose loss was severely felt, and regretted by their country and the navy.

The French squadron returned to Trincomalé on the same night, and such their hurry and confusion lest they should be pursued, that the *L'Orient*, one of their best

ships, of 74 guns, ran on shore in the dark and was lost. M. de Suffrein was so much dissatisfied with the conduct of some of his captains, that he broke and sent prisoners to the Mauritius no less than six of them. The loss which they sustained was not published as was usual by the French admiral; it, however, became known some time after, on the arrival of the Fox packet from India. The slaughter then appeared to have been beyond any thing great, and was no doubt the reason why M. de Suffrein wished to conceal it. The slain amounted to 412, and the wounded to 676. L'Heros, the French admiral's ship, had on board at the commencement of the engagement 1200 men, of whom 140 were killed and 240 wounded.

As the Monsoon season was now fast approaching, Sir Edward Hughes, on his return to Madras, gave the line of battle ships such a repair as might carry them in safety round to Bombay, where it was his intention to copper all those which were not so already, and give the whole such a thorough equipment as would enable them to proceed on service the next season with fresh vigour and ability, but before his design could be put into execution, and he could get to sea, the squadron became exposed to imminent danger, by a sudden and most dreadful hurricane, which happened October 15. The wind fortunately blew from off the shore, and the squadron at anchor in fifteen fathoms water, otherwise the consequences must have been fatal, as they soon parted their cables and put to sea. Several boats were lost with their crews, who were waiting to bring the officers from the shore. Superlatively great the distress and horror which now prevailed. The shore for several miles was covered with wrecks, and the bodies of the

dead and dying. Several vessels of every denomination were either sunk at their anchors or dashed to pieces on the shore, of which number was the Earl of Hertford Indiaman; others cut or parted their cables and put to sea; a few to the wonder and astonishment of every body rode out the storm. Many of the vessels which perished were laden with rice, of which article there had been a great scarcity, and the loss of these vessels was productive of still greater calamity, a dreadful famine at Madras. The roads, streets, and adjacent country exhibited a horrible picture; these were every where strewn with the wretched natives dead or dying with hunger. It was estimated, that at least 200 perished every day; and before they were relieved by a supply of rice from Bengal and other places, the numbers which were thus cut off are supposed to have exceeded 10,000.

The squadron on its passage to Bombay experienced a continued series of tempestuous weather. The *Sûperb* was dismasted, and suffered so much damage, that the admiral shifted his flag into the *Sultan*. In order to facilitate this equipment of the squadron, Sir Edward Hughes ordered the *Monmouth*, *Hero*, and *Sceptre*, to refit at Goa, while he should proceed with the rest to Bombay, where from the tediousness of the voyage, and their very weak and sickly condition, the ships did not all arrive till December 21.

Sir Richard Bickerton arrived at Bombay, Sept. 5, with five sail of the line, a frigate and several transports, having on board above 4000 troops. Leaving the transports at Bombay, Sir Richard Bickerton proceeded with the ships of war in search of the admiral, who he learnt on his arrival at Madras had sailed some

days before for the coast of Malabar. Sir Richard Bickerton accordingly returned to join him at Bombay; without having experienced any bad weather, and totally ignorant of the storm until he arrived at Madras.

On the 18th of January, 1783, the *Hannibal*, of 50 guns, commanded by Captain Alexander Christie being on a cruize off the west coast of Sumatra, fell in with the French fleet and was captured; as was also the Chaser sloop, Captain Parr, on his passage to Madras, by the *Bellone* French frigate. The greater part of the officers and crews of these ships were delivered up prisoners by M. de Suffrein to Tippoo Saib, who treated them in a most cruel and inhuman manner. A correspondence consequently took place between the officers and the French admiral, wherein the latter wished to throw the blame entirely on Sir Edward Hughes and Lord Macartney, whom by the ill-treatment of his prisoners, he was in hopes to force into an exchange on his terms. Many of these unfortunate men perished during their captivity, and numbers of them were not released till after the war. The letters, alluded to above, are as follow :

TO M. DE SUFFREIN.

"We, the commissioned officers of his Britannic Majesty's navy, beg leave to represent to you the disagreeable situation in which we find ourselves at Chillumbram, above sixty of us being indiscriminately crouded into a miserable thatched hut, insufficient to shelter us from rain and wind, and depending on the precarious supply of an arbitrary Moor, who has for some time subsisted us only on rice and water, and abandoned us to the rigour of a climate ever unfavour-

able to European constitutions, without the assistance of a surgeon or medicine to alleviate its pernicious effects. We have been witnesses to a scene miserable enough to shock humanity: seamen expiring in the most wretched manner, merely for want of assistance.

As we cannot suppose you will give a sanction to what no one can justify, we earnestly request you will send some person to administer relief to the unhappy sick. We ask this with some degree of confidence, trusting you will not make so partial a distinction as to refuse officers of the king those indulgencies so long granted to the company's.

We are, with all respect,
your most obedient

and very humble servants,

R. Bowen, 2d lieutenant, Hannibal.

H. Shaw, 3d ditto.

D. de Vitry, lieutenant, Chaser.

W. Wightman, lieut. of marines.

T. Carthew, ditto.

W. M'Quin, master, Resolution."

Dated Chillambram,

July, 1782.

The Answer.

"To Messrs. Bowen, Shaw, De Vitry, Wightman, Carthew, and M'Quin, English officers, prisoners at Chillambram.

"I received, gentlemen, the letter you did me the honour of writing, and I am sorry you are not so well treated as the Nabob promised you should be. If Messrs. Hughes, Macartney, and Coote, had listened to the proposals made by M. Duchemin and me for a

cartel, you would not have been at Chillambram. It is them you are to thank, if I have been under the disagreeable necessity of placing you in a situation in which you might incur the risk of being ill-treated.

I have the honour to be, &c.

DE SUFFREIN."

Hero, July 19, 1782.

The British prisoners on board the ships experienced almost equal cruelty with those in the hands of Tippoo; two midshipmen of the Hannibal, who were kept in close confinement near to the galley where the provisions are dressed, represented to the captain of the ship, their miserable situation and that they should be absolutely roasted: the answer this inhuman monster made, was, "that they would be the better to eat." One of these young gentlemen from excessive thirst was obliged to drink his own urine. Mr. Carthew, lieutenant of the Hannibal, wrote to remonstrate with M. de Suffrien on these and other cruelties; to whom he sent the following reply:

"To Mr. Carthew, lieutenant in his Britannic Majesty's navy.

"I have received, Sir, the letter which you did me the honour of writing: my intention never was, that the prisoners should be subsisted on rice and water. It is proper, indeed, that those who work should have a larger ratio than those who did not; and I have given orders to that effect. I was too much affected on seeing at New York 300 Frenchmen, taken at the commencement of the war, crowded into a prison ship, and dying of an epidemical disease, ever to imitate the example.

"If you prisoners are not released, it is the fault of

Messrs. Hughes, Coote, and Macartney; they will have to answer to God and their nation, for the lives of men, whom they cause miserably to perish, and for the necessity to which they reduce me of sending my prisoner to the Nabob Bahader.

I have the honour to remain,

Sir, with respect,

Your most obedient humble servant,

DE SUFFREIN."

Hero, 29th July.

Towards the end of the year, 1782, a negotiation was opened by the belligerent powers, for the restoration of a general peace. Mr. Fitzherbert, the British minister at Brussels, was ordered to proceed to Paris, being appointed plenipotentiary to negotiate and conclude a treaty with the ministers of France, Spain, and Holland. Mr. Oswald, a merchant, was likewise dispatched to the same place, as commissioner from his Britannic Majesty, to treat with John Adams, Benjamin Franklin, John Jay, and Henry Laurens, who were appointed commissioners on the part of the United States of America for the same purpose.

Provisional articles were signed between Great Britain and America, November 30, which were to be finally concluded when the treaty of peace between Great Britain and France took place. As some engagements happened before the intelligence of a general peace was communicated, it will be proper to notice them here.

The cruizers at North America still continued to be very active and successful. In February, 1783, Capt. Macnamara Russel, in the Hussar, of 28 guns, and 200 men, being on a cruize, discovered a large ship

under jury masts; and judging, from her hoisting British colours, that it was one of His Majesty's cruizers, instantly bore down to her assistance. But to his astonishment, when he had approached within pistol-shot, she fired a broadside into the Hussar, and did not change her colours till some time after the engagement commenced; which was maintained with great bravery on the part of Captain Russel; at length he compelled his antagonist to strike: she proved to be *La Sybil* French frigate, of 36 guns, and 300 men, many of whom were killed and wounded. The Hussar had two men killed, and six wounded. The Sybil had lost her masts in a severe action on the 17th of the preceding month, with the *Magiciene* frigate. On the 27th of November, New York was evacuated by the British troops.

On the 18th of January, in the night, Captain John Willet Payne, in the *Leander*, of 50 guns, on his return to join Admiral Pigot, at Barbadoes, from having convoyed a cartel ship to the northward of the islands, fell in with, and engaged a large ship, which, after a brisk action, sheered off, and made sail; from the size of the shot found in the hull of the *Leander*, there could be no doubt but it was a French 74, supposed to be *La Couronne*, or *Pluton*, both these ships having arrived soon after at Porto Rico much disabled. The *Leander* had thirteen men killed and wounded.

About this time the *Argo*, of 44 guns, and 280 men, commanded by Captain Bucharth, was chased by two French frigates, *La Nymph*, of 40, and *L'Amphitrite*, of 32 guns. Captain Bucharth maintained a brisk running action for five hours, when his top-masts fell over the side, and he was obliged to strike. It blew so fresh, that the *Argo* could not make use of her lower deck

guns. About thirty-six hours after they fell in with the *Invincible*, of 74 guns, Captain Saxton, upon which the enemy abandoned their prize, and crouded sail to get off.

In February, the *St. Alban's*, of 74 guns, Captain Charles Inglis, fell in with, and captured *La Coneorde* French frigate, of 36 guns, and 280 men. She was purchased into the service.

On the 17th of January, the *Magiciene* frigate, of 32 guns, Captain Thomas Graves, arrived in Port Royal harbour, under jury masts, having had a severe action with *La Sybil* French frigate, in which she was dismasted. The *Endymion* was in sight at the time, but sailed so ill, that she could not get up to assist the *Magiciene*, till the enemy had got so far ahead as to escape. *La Sybil* soon after lost her masts, and was taken by the *Hussar* frigate. The *Magiciene* had sixteen men killed and thirty-one wounded.

In the month of February, Captain Stoney, in the *Fox*, took the *Santa Catalina* Spanish frigate of 22 guns, and 163 men.

On the 2d of March, the *Resistance*, of 44 guns, Captain James King, coming through Turk's Island passage, with the *Du Guay Trouin*, Captain Hulk, in company, discovered two ships at anchor, which cut their cables, got under way, and stood to the southward. The *Resistance* immediately gave chase to the sternmost ships, of 20 guns, which lost her main-top-mast, by carrying a press of sail, and then hauled her wind. The *Resistance* presently came up with her, gave her a dose from her upper-deckers, and stood after the other ship of 28 guns, which soon after began to fire her stern chaces, and continued so doing for about fifteen

minutes, when the *Resistance* running along side to leeward, she struck the white flag, after discharging her broadside, and possession was taken of the French king's frigate *La Coquette*, pierced for 28 guns, five of which had been left ashore at Turk's Island, and carrying 200 men, commanded by the Marquis de Grasse, a nephew to the celebrated Count de Grasse. The *Resistance* discharged only a few guns, and had two of her officers wounded by the Frenchman's fire. *La Coquette* and her consort, were two transports, sailed from the Cape about three weeks before, with troops on board, bound on an expedition against Turk's Island, which they reduced and fortified, leaving a garrison of 530 men in the place. A day or two after the capture of *La Coquette*, the *Resistance* fell in with His Majesty's frigates *Albemarle* and *Tartar*, and the *Drake* and *Barrington* armed vessels, when it was resolved an attempt should be made to retake the island; for which purpose 250 men were landed, under the command of Captain Dixon, of the *Drake*; and the two brigs were stationed opposite the town, to cover the disembarkation, and to dislodge the enemy from the houses; but a battery of four 24-pounders, and five 6-pounders, being unexpectedly opened against them, they were compelled to retire: the *Drake* having seven men wounded, and the *Barrington* two. Captain Dixon, at the same time, finding it impossible to dislodge the enemy, who were advantageously posted behind a strong work, and greatly superior in numbers, drew off his men, and re-embarked them without loss. The following night the *Tartar* was drove off the bank, and went to sea with the loss of an anchor. It was next determined upon to attack the battery with the large ships; but the wind

coming about to the westward, and blowing hard, so that it was with great difficulty the ships could be cleared off the lee shore, the project was abandoned.

Rear-admiral Lord Hood, who had the preceding month arrived with the squadron under his command, in Port Royal harbour, after having cruized some time off Hispaniola on his passage from New York, sailed with the squadron, March 13, on a cruize off Cape Francois. On the 6th of April, he received intelligence of the preliminaries of a treaty of peace having been signed; at the same time M. de Bellcombe, the governor of the Cape, sent an officer off to the squadron, with an invitation to his Royal Highness Prince William Henry, who served as a midshipman under his lordship, requesting he would honour the Cape with his presence; and also inviting Lord Hood to enter the harbour with the British squadron. The latter was declined; but his lordship directed the Bloodhound sloop of war to receive on board his Royal Highness, and to carry him into the harbour. Upon his arrival he was received with every honour due to his exalted rank; above 6000 French and Spanish troops lined the streets, through which he passed to the governor's house, where he was entertained in a most magnificent stile. On the 7th his Royal Highness left the Cape and returned to the squadron. Lord Hood immediately bore up and proceeded to Jamaica, where the squadron arrived on the 12th. Soon after his Royal Highness Prince William Henry received a polite letter from Don Galvez, the governor of Louisiana, and commander in chief of the Spanish troops at Cape Francois, the contents of which were as follow:

Cape Francois, April 9th, 1783.

"SIR,

"The Spanish troops cantoned throughout the country, have not, as the French, had the happiness to take up their arms to salute your Royal Highness, nor that of paying you those marks of respect and consideration which are your due; it is what they will ever regret.

"I have in confinement at Louisiana, the principal person concerned in the revolt at Natchez, with some of his accomplices. They have forfeited their parole and oath of fidelity. A council of war founded on equitable laws, has condemned them to death, and the execution of their sentence waits only my confirmation, as governor of the colony. They are all English. Will you be pleased, Sir, to accept their pardon and their lives, in the name of the Spanish army, and of my king? It is I trust the least present that can be offered to one prince in the name of another. Mine is generous and will approve my conduct.

"In case your Royal Highness deigns to interest yourself for those unfortunate men, I have the honour to send enclosed an order for their being delivered the moment any vessel arrives at Louisiana communicating your pleasure. We shall consider ourselves happy if this can be agreeable to you.

"I have the honour to be, &c.

(Signed)

B. D. GALVEZ."

The following is his Royal Highness's answer, which was delivered by Captain Manley Dixon in the Tobago sloop of war.

Port Royal, Jamaica, April 13th, 1783.

"SIR,

"I want words to express to your excellency my just sense of your polite letter, of the delicate manner in which you made it be delivered, and your generous conduct towards the unfortunate. Their pardon which you have been pleased to grant on my account, is the most agreeable present you could have offered me, and is strongly characteristic of the bravery and gallantry of the Spanish nation. This instance increases, if possible, my opinion of your excellency's humanity, which has appeared on so many occasions in the course of the late war.

"Admiral Rowley is to dispatch a vessel to Louisiana for the prisoners; I am convinced they will ever think of your excellency's clemency with gratitude; and I have sent a copy of your letter to the king my father, who will be fully sensible of your excellency's attention to me.

"I request my compliments to Mrs. Galvez, and that you will be assured, that actions so noble as those of your excellency's will ever be remembered by

(Signed)

"WILLIAM HENRY."

In consequence of the above handsome proposal, Admiral Rowley dispatched a sloop of war to Louisiana, and the prisoners were brought up to Jamaica.

In the month of July, the Spaniards equipped a fleet for the purpose of bombarding the town of Algiers: this armament (the command of which was given to Don Antonio Barcelo), consisted of some ships of the line, eighteen bomb-ketches, several xebèques, gun

vessels and other small vessels of war. The fleet appeared before Algiers on the 1st of August, and after several fruitless attacks and a vast expenditure of ammunition, it was resolved in a council of war, that as no effectual impression could be made on the town, the fleet should return to Spain.

We shall now take a cursory view of the affairs of the East Indies.

The *Canterbury* frigate, of 28 guns, Captain Wolseley, being on a cruise in the bay of Bengal, was captured, January 10, by the French fleet of Gingam.

As a treaty of peace had been concluded and proclaimed at Bombay with the Mahrattas, the company's armed snow, the *Ranger*, of 12 guns, commanded by Lieut. Pruett, on the 5th of April, sailed from Bombay, having on board the Cols. Macleod and Humberstone, Major Shaw, and other officers, to join the army. On the morning of the 8th, they found themselves near the Mahratta fleet belonging to Geriah, consisting of two ships, a ketch, and eight gallivats, which, without hailing, or the least ceremony, attacked the *Ranger* with great fury. Lieutenant Pruett made a most desperate defence, fighting his vessel with undaunted bravery for four hours and a half, when almost all on board were killed or wounded. The last hour the two ships and ketch were lashed along side of the *Ranger*, in which situation the engagement was continued with musquetry only; and the brave defence of the officers and crew prevented the enemy from entering the vessel, till from the number of killed and wounded, and most of the musquets being rendered unserviceable, the fire of the *Ranger* was so much reduced, that any further resistance would have been fruitless, and the commander

was under the necessity of striking. The instant the colours were down, the enemy rushed on board, and cruelly cut and wounded several of the officers and men, while others jumped overboard to avoid immediate death. The officers killed and wounded in this bloody conflict, were Major Shaw shot dead; Colonel Humberstone shot through the lungs, and died at Geriah on the 30th of April; Colonel Macleod two wounds in his left hand and shoulder; and a musket-ball passed through his body, which pierced his lungs and spleen; Lieutenant Stuart, of the 100th regiment, was almost cut to pieces on boarding; Lieutenant John Taylor, of the Bombay troops, was shot through the body; Lieut. Seton of the Bombay artillery, and Lieutenant Pruett, commander of the *Ranger*, were desperately wounded with swords on boarding. The same night the *Ranger* was carried into Geriah, where the Subidar and officers disowned all knowledge of the peace, and refused to release the vessel and officers without orders from Poonah. On the 27th of May she was suffered to depart from Geriah, and on the 29th arrived at Bombay in a very shattered condition, with Colonel Macleod and other surviving officers.

Sir Edward Hughes having sailed from Bombay for the coast of Coromandel, March 20, was informed on the night of the 10th of April, by some officers, prisoners, who were taken in a grab ship of the enemy's, that the French fleet was in Trincomalé harbour, excepting two of their best sailing line of battle ships and two frigates, which were ordered to cruise off Madras, to block up that port and intercept all supplies bound to it. Upon receiving this intelligence, the admiral immediately steered for Madras, and anchored in the

road on the 13th, without having seen any thing of the French cruisers; but being informed that they had been in sight of the place the day before, he directed Captain Andrew Mitchel, in the Sultan, to proceed to sea, with the Burford, Africa, Eagle and Active, in quest of them.

On the 14th, Captain Graves, in the Sceptre, who had chased from the fleet, on the 11th, joined the admiral, and brought in with him La Naide French frigate of 30 guns, and 160 men.

On the 19th of April, the Duke of Athol East India-man which had arrived with the convoy, took fire, and in a short time blew up, by which unhappy accident, ten officers and 127 of the best seamen in the fleet perished, who had been sent to her assistance.

General Stuart, on whom the command of the army fell at the death of Sir Eyre Coote, resolved to attack Cuddalore, where the Marquis de Bussy was posted with the greatest part of the French army. The admiral, in order to facilitate the operations of the general, directed the Pondicherry, Minerva, and Harriet store ships, to take on board military stores and provisions for the army, which was about to march; leaving five ships of war to cover and protect them, viz. the Isis, of 50 guns, Captain Haliday; Active, 32 ditto, Thos. Trowbridge; San Carlos, 44 ditto, William White; Naide, 30 ditto, Sir Richard John Strachan; and the Chaser, 14 ditto, Edward Buller. Also Pondicherry, Minerva, and Harriet armed transports.

On the 2d of May, Sir Edward Hughes put to sea in quest of the enemy, who, he learnt when off Cuddalore, were still at Trincomalé, refitting with all possible expedition to come to its relief. The admiral from this time continued to work to windward along shore, till

the 25th, when he arrived off Trincomalé, and reconnoitred the position of the enemy's squadron which he did not think by any means eligible to attack at anchor, under cover of their gun and mortar batteries; the admiral therefore stood to the southward, to cut off any reinforcements or supplies that might be sent; and left frigates to watch their motions, lest they should slip out in the night, and suddenly fall on the men of war and store ships off Cuddalore. On the 1st of June, two English seamen who had escaped in a boat from the French squadron, informed the admiral that the Fendant, of 74 guns, two frigates and two store ships had slipped out of Trincomalé Bay. The admiral being apprehensive lest these ships should be carrying succours to Cuddalore, bore away the next day for the coast. On the 3d he got sight of the enemy's ships, but they escaped under cover of the night. The admiral continued to cruize to the southward of Cuddalore till June 9, when several of the ships began to be in great want of water, many having sailed from Madras incomplete; he therefore anchored with the squadron in Porto Nova in order to get a supply, but finding the enemy was in possession of both banks of the river, he was under the necessity of going to Tranquebar, where no water could be obtained, the wells being all dried up. But this was not the only mortification; the fleet which had sailed from Madras in a perfect healthy state, began to discover symptoms of a dreadful scurvy, which had already made so rapid a progress, that the number on board the line of battle ships amounted to no less than 1125 men, of whom 605 were in the last stage of the disorder; these the admiral sent on board the Bristol and San Carlos to be conveyed to the hospital at Madras.

Notwithstanding this precaution, in less than a fortnight, the healthiest ships had from seventy to ninety men each, and others double that number, incapable of duty. The state to which the crews of the ships were reduced did not deter Sir Edward Hughes from persevering in his resolution to protect and cover the army before Cuddalore, and also to fight M. de Suffrein should he appear to its assistance.

The enemy's squadron consisting of fifteen sail of the line, three frigates, and a fire-ship, were discovered on the 13th. to the southward, the wind then from that quarter. Sir Edward Hughes got under weigh, and used his utmost efforts to gain the wind, while the enemy were more successful in their exertions to preserve it. The fleets having been seven days employed manœuvring in sight of each other, the enemy, who still kept the advantage of the wind, shewed a disposition to engage. Accordingly the admiral formed the line of battle ahead, and brought to, to receive them. At four minutes past four o'clock in the afternoon of the 20th, the van ship of the enemy's line having fired a single gun to try her distance, and although scarcely within point blank shot, their whole fleet began instantly to fire, which they continued for about twenty minutes, before a single shot was returned by the British line. A heavy cannonade ensued on both sides, and continued without intermission till seven o'clock, the enemy still preserving their distance; at that hour they hauled their wind and made sail. The next morning the French squadron was out of sight. On the 22d Sir Edward Hughes discovered them at anchor in Pondicherry Road, where he braved them during the day, and anchored in the evening within their sight. The number

of sick being now considerably increased by the wounded; and the extreme want of water, rendered it absolutely necessary for the admiral to proceed to Madras to land the one, and to procure a supply of the other. The loss in this engagement amounted to ninety-nine killed, and 431 wounded; a few brave officers were included in both lists. This was the fifth and last battle between Sir Edward Hughes and M. de Suffrein; all of which were fought with determined bravery on both sides. No two fleets were more equally opposed to each other; nor more skill and intrepid courage displayed. Thus terminated the naval war in India.

The French fleet returned to Cuddalore; and on the 25th of June, Sir Edward Hughes anchored in Madras Road, where he received intelligence (though not official) of sufficient authority, to induce him to dispatch the *Medea* frigate, as a flag of truce, to M. de Suffrein, and the Marquis de Bussy, to acquaint them that the preliminaries of a general peace had been signed and ratified. On the 4th of July the *Medea* returned with answers from M. de Suffrein and the Marquis de Bussy, by which they concurred in a cessation of hostilities by sea and land; and an immediate release of prisoners on both sides.

• On the 5th of November the *Superbe* was forced from her anchors in Tellicherry Road, in a gale of wind, and drifting on shore, struck upon a rock, and sunk.

On the 22d of August the Duke of Kingston East-India ship, was burnt by accident when within a few days sail of Madras. Captain Nutt and the crew were saved by the ships in company.

State of the navies of Great Britain, France, Spain, and Holland, in commission at the end of the year 1782.

	Great Britain.	France.	Spain.	Holland.
Line ships	105	89	53	32
Fifties.....	13	7	3	0
Large frigates....	63	49	12	} 28
Small ditto	59	54	36	
Sloops.....	217	86	31	13
Cutters	43	22	0	0
Armed ships	24	0	0	0
Bombs	7	5	14	0
Fireships	9	7	11	6
Yachts	5	0	0	0

The following are the names of the captains of His Majesty's navy, killed since the commencement of this war, with the names of each ship they commanded, and on what station they were.

West Indies.

Captains' names.	Ships' names.
Captain Watson, ...	Conqueror.
Griffith, ...	Ditto.
Hon. Hen. St. John, ...	Intrepid.
Captain Bayne, ...	Alfred.
Blair, ...	Anson,
Ld. Rob. Manners, ...	Resolution.
Everett, ...	Ruby.

East Indies.

Captains' names.

Ships' names.

Captain Stephens, ... Superb.

Reynolds, ... Exeter.

North America.

Captain Smith, ... Trepassey.

Europe.

Captain Pownall, ... Apollo.

Macartney, ... Princess Amelia.

The number of prisoners of war in England, French, Dutch, Americans, and Spaniards, amounted to 4160 men to be exchanged.

Having brought our Naval History down to the conclusion of the American war, we shall now, agreeable to our plan and promise, present our readers with some Biographical Sketches of the most eminent Naval Commanders, who terminated their lives between the years 1763 and 1783.

SIR CHARLES SAUNDERS.

THIS brave and distinguished commander entered early into the royal navy, and was so esteemed by that undoubted judge of naval merit, the late Lord Anson, as to be appointed on his recommendation, first lieutenant of his own ship the Centurion, when he sailed on the expedition to the South Seas in September, 1741. In February following, during their stay at Port St. Julian, on the coast of Patagonia, which was occasioned by an accident that happened to the Tryal's main-mast, Mr. Saunders was promoted by the Commodore to the command of that sloop, in the room of Captain Cheap, removed to the wager. But Captain Saunders lying dangerously ill of a fever on board the Centurion, and it being the opinion of the surgeons, that the removing him on board his own ship in his present condition might hazard his life, Mr. Anson gave an order to Mr. Saumarez, first lieutenant of the Centurion, to act as master and commander of the Tryal during the illness of her captain.

In the passage round Cape Horn, Capt. Saunders, out of his small complement of 80 men, buried about half; and, arriving at the island of Juan Fernandez soon after the commodore, lest any ships of the squadron should have mistaken the neighbouring island of Massa Fuera for that of Fernandes, all its bays and creeks were, by Mr. Anson's orders, more particularly examined by

Captain Saunders (says Mr. Robins, the real author of *Ld. Anson's Voyage*), 'than it ever had been before or perhaps ever will be again;' though in this last circumstance he is mistaken, as Captain Carteret (see *Hawkesworth's Voyages*) in May, 1767, much more accurately surveyed that island, and has also given a chart of it. It is observable that the Spaniards, taken soon after in a prize, by the *Centurion*, were astonished at seeing the *Tryal* sloop at anchor; and that, after all their fatigues, the English could have so soon refitted such a vessel on the spot; and could scarce believe that such a bauble as that could pass round Cape Horn, when the best ships of Spain were obliged to put back. On September 18, 1741, Captain Saunders, being dispatched on a cruize off Valparaiso, took a large merchantman, of 600 tons bound to that port from Callao. But to balance this success, the *Tryal* soon after sprung both her masts, and besides was so leaky, that on joining the commodore, he found it necessary to take out her people and destroy her, and in her stead appointed her prize to be a frigate in His Majesty's service, mounting her with twenty guns, manning her with the *Tryal's* crew, and giving commissions to the captain and other officers accordingly. After scuttling and sinking her, Captain Saunders, with his new frigate (called the *Tryal Prize*), was dispatched on a cruize off the high land of Valparaiso, in company with the *Centurion's* prize, where, however, they had no success, and so proceeded down the coast to the rendezvous off Nasca, where they joined the commodore, November 2. From that time till the April following Captain Saunders kept company with the commodore; but then, the whole number on board the squadron not amounting to the complement

of a fourth rate man of war, it was agreed to destroy the *Tryal's* and other prizes, and to re-inforce the *Gloucester* with the best part of her crew : and accordingly, on April 27, they were towed on shore, and scuttled in the harbour of Chequetan.

Soon after the *Centurion's* arrival at Macao, in China, in November, 1742, Captain Saunders took his passage to England on board a Swedish ship, charged with dispatches from the commodore, and arrived in the Downs in May, 1743. By this means he lost the great emoluments that attended the capture of the *Manilla* galleon in June following. We have not been able to learn what ships this brave officer commanded (as we can hardly suppose he was unemployed) till March, 1745, when he was made captain of the *Sandwich*, of 90 guns. Nor had he any opportunity of distinguishing himself till October 14, 1747, when, being commander of the *Yarmouth*, of 64 guns, in the squadron of Admiral Hawke, he had a great share in the victory of that day, the *Neptune* and *Monarque*, both of 74 guns, striking to him : and, though he had twenty-two men killed and seventy wounded, he gallantly proposed to Captains Saumarez and Rodney the pursuing the two ships that escaped, which they in consequence engaged, and probably would have taken, if the death of Captain Saumarez (our hero's fellow-lieutenant in the *Centurion*) had not occasioned his ship to haul her wind, and do no more service. On the trial of Captain Fox, of the *Kent*, for misbehaviour on that day, November 25, our Captain was one of the witnesses against him. In April, 1750, he was elected member of Parliament for Plymouth, in the room of Lord Vere Beauclerk, deceased. In May, 1752, Mr. Saunders sailed as com-

modore, in the *Penzance*, of 40 guns, to protect the Newfoundland fishery, with instructions also to look for a supposed island in lat. 49 deg. 40 min. longitude 24 deg. 30 min. from the Lizard, in search of which Commodore Rodney (some weeks before) had cruized ten days in vain. It is needless to add that Commodore Saunders had no better success. In April, 1754, he was appointed treasurer of Greenwich Hospital, an office, which on his farther promotion, he resigned; and in the parliament that met at Westminster, May 31, he was returned for Heydon, in Yorkshire, by the interest of his great and constant friend Lord Anson. In March, 1755, a war being apprehended, Mr. Saunders was appointed captain of the *Prince*, a new 90 gun ship; and in June he treated with the utmost magnificence, on board his ship at Spithead, the nobility who came to see the firings of the fleet on the anniversary of the King's accession. This command he resigned in December following, on being appointed comptroller of the navy; and on this occasion, his seat in parliament being vacated, he was re-elected. About the same time he was chosen an elder brother of the Trinity-house. In June, 1756, on advice being received of the misconduct of Admiral Byng, off Minorca, a large promotion of flag-officers was made purposely to include Mr. Saunders; and he was sent immediately to the Mediterranean as rear-admiral of the blue, with Sir Edward Hawke, to take the command of the fleet. And on Admiral Hawke's return to England, in January, 1757, the sole command devolved on him. In February, 1759, Mr. Saunders was appointed vice-admiral of the blue, and sailed from Spithead on board the *Neptune*, of 90 guns, February 17, (with General Wolfe on

board) as chief naval commander on the expedition to Québec, the success of which is too well known to need any further mention. Returning from that glorious conquest, in November, with General Townshend, they were informed, in the chops of the channel, of the Brest squadron having sailed, on which the admiral took the gallant resolution of going to join Sir Edward Hawke, though without orders. But that affair was decided before his arrival. Landing at Cork, he arrived at Dublin, December 15, where, going to the play, he was saluted by the audience with the highest demonstrations of applause. December 26, he arrived in London. For this great service Mr. Saunders was appointed lieutenant-general of the marines; and on his taking his seat in the house of commons, January 23, 1760, the thanks of that house were given to him by the speaker. May 21, he sailed from St. Helen's, with the Neptune, &c. to take the command in the Mediterranean. On May 26, 1761, he was installed a Knight of the Bath in King Henry the Seventh's Chapel; and in the parliament, which met November 3, was re-elected for Heydon. In October 1762, Sir Charles Saunders was advanced to the rank of vice-admiral of the white; and on September 16, 1766, having sometime had a seat at the admiralty-board, he was sworn of His Majesty's most honourable privy council, and appointed first lord of the admiralty. But this post he held only about two months. In the funeral procession of the Duke of York, November 3, 1767, he was one of the admirals who supported the canopy. In the new parliament, which met May 10, 1768, he was again chosen for Heydon. In October, 1770, he was appointed admiral of the blue. In the parliament which

met November 29, 1774, Sir Charles Saunders was a fourth time chosen for the borough of Heydon; and remarkable it is, and much to his honour, that five hours after his lamented death, which happened at his house in Spring-Gardens, on December 7, 1775, (of the gout in his stomach) a just eulogium was paid him in that house by two members, (Sir George Savile and Mr. Burke) distinguished for their virtues and abilities. His corpse was privately interred in Westminster-abbey on the 12th, near the monument of General Wolfe, 'his brother of the war.' To Admiral Keppel (who had been lieutenant with him in the Centurion) he left 5000*l.* and 1200*l.* per ann.; to Admiral Sir Hugh Palliser 5000*l.*; to his nephew 200*l.* per ann.; and to a young lady that lived with him 400*l.* per ann. and all his household furniture, except plate and pictures, which he gave to his niece, together with the bulk of his fortune.

EDWARD LORD HAWKE.

THIS gallant English admiral, was the son of Edw. Hawke, esq. of Lincoln's Inn, an eminent barrister-at-law, and entered into the navy at an early age. After having, with great reputation, passed the necessary subordinate stations, he was about the year 1733, made commander of the Wolf sloop of war; and on the 20th, of March, 1733-4, promoted to the rank of post-captain, and appointed to the command of the Flamborough. In 1740 he commanded the Lark, of 40 guns; and in the course of ten years was progressively ad-

vanced to be captain of the *Berwick*, of 70 guns, which was stationed in the van of the British fleet under Rear-admiral Rowley, in the engagement off Toulon, in which Admiral Matthews commanded in chief. In this action, Captain Hawke, rising superior to the conduct prescribed by the precise form of discipline, bore out of the line of battle, and attacked the *Poder*, a Spanish ship of 60 guns, with such impetuosity, that at the first broadside he killed twenty-seven of her men, and dismounted seven of her lower-deck guns; soon after which she struck; but being almost reduced to a wreck, and the whole French fleet bearing down, he was obliged to abandon his prize. It is reported, but on what ground we know not, that he was brought to a court-martial for his conduct in the foregoing encounter, and sentenced to be dismissed the service for breaking the line, and fighting without order; but that he was immediately restored to his rank by the express command of George II. It seems very unaccountable that we find nothing related of this renowned character till the 15th of July, 1747, when he was promoted to the rank of rear-admiral of the white, and sent with a strong fleet to intercept a number of French merchantmen, which were expected to sail from Nantz and Brest, under convoy of some men of war. He fell in with them near shore, when the French men of war lay to, and engaged, by which their convoy had an opportunity of escaping. Admiral Hawke hoisted his flag on board the *Devonshire*, which, at the beginning of the action, was prevented from engaging by the *Eagle* twice falling on board her, the wheel of that ship being shot to pieces, whereby she became unmanageable. Nor was this the only obstacle to hinder the gallant admiral from bearing

down; for the breeches of the lower-deck guns of the Devonshire broke, so that the guns blew fore and aft, and the ship was obliged to be shot a-head: but as soon as this defect was supplied, the admiral renewed the action. Six French men of war were taken, viz. the Terrible, of 74 guns, and 686 men; the Monarch, of 74 guns, and 676 men; Le Neptune, of 70 guns, and 686 men; Le Trident, of 64 guns, and 650 men; Le Pougeux, of 64 guns, and 650 men; and La Severne, of 50 guns, and 550 men. Mr. Hawke arrived at Portsmouth, with his prizes, on the 31st of October; and, as a reward for his great bravery and good conduct, was invested with the honourable order of the Bath, though he was not installed till June, 1749. In January, 1747-8, he was ordered out with a squadron to cruise in the soundings, when he removed his flag into the Kent: the Nottingham and Portland, two of the ships of his squadron, had the good fortune to capture, on the 31, the Magnanime, a French ship of war, of 74 guns. Nothing more of any importance took place during the cruise; and peace being soon afterwards agreed on he finally returned to Spithead on the 24th of July, 1748, having been advanced to be vice-admiral of the blue, on the 12th of May preceding. In 1749 he was appointed to command the squadron sent to convoy the transports, with the intended new settlers of the province of Nova Scotia; and performed his duty with that integrity and care which might naturally have been expected from a man of his honour and veracity. He afterwards sat as president on several court-martials, in which his impartiality and strict adherence to justice were fully displayed, totally unfluenced by rank or connections. On the 15th of Au-

gust, 1750, having the command of a squadron riding at Spithead, he was visited on board the *Monarch* by the Prince and Princess of Wales, with several of their children, an honour which had never before been conferred on any admiral. On the 9th of January, 1755, he was appointed vice-admiral of the white; and on the 21st of July ensuing, he sailed from Portsmouth, with a fleet of eighteen men of war, on a cruize in the Bay of Biscay, from whence he returned to St. Helen's on the 29th of September. In 1756 he was appointed to succeed Admiral Byng in his command of the Mediterranean fleet. Accordingly he sailed from Portsmouth on this important expedition, superseded Admiral Byng, and commanded the remainder of the year; but the French fleet not appearing, nothing of any importance occurred during that period. On the 24th of June, 1757, he was appointed to command the squadron, which, with a body of land forces under the command of Sir John Mordaunt, was sent against Rochfort, on the coast of France. In this expedition the late General Wolfe went a volunteer, landed on the coast of France, and expressed a desire of landing the troops. Sir Edward Hawke also engaged to do every thing in his power to assist the land force, in their attempt against Rochefort; but, from some inexplicable cause, nothing was done, except taking the small island of Aix. On the 3d of April, 1758, Sir Edward forced a numerous fleet of French merchantmen on shore in the Basque road. Afterwards, in the same year, he was second in command, in the *Ramilles*, Lord Anson being commander in chief; but being seized with a violent fever in the Bay of Biscay, he was obliged precipitately to return home. The achievement which

will immortalize the memory of this able seamen, was the defeat of the French fleet under M. Conflans, on the 20th of November, 1759, off Belleisle, by which their long-meditated descent on Ireland was frustrated, and a decisive stroke given to the naval power of France. Sir Edward returned with his victorious fleet to Plymouth, on the 17th of January, 1760; and, on the 21st, having repaired to London, was introduced to His Majesty, who received him with the most cordial affection, and distinguished marks of favour. Further to signify his sense of this important service, he immediately settled a pension on him of 2000*l.* per ann. for his own life, and successively to his two sons. The public applause and favour with which he was received, was equal, if not superior to what had ever been manifested on a similar occasion. On the 28th of January, 1760, Sir Edward attended his duty in parliament, of which he was a member for the town of Portsmouth, when the speaker (Mr. Onslow) informed him, that the house had universally resolved, "that their thanks should be given him for the late splendid victory he had obtained over the French fleet." The thanks were afterwards delivered to Sir Edward, in which many of his services were very gradually noticed. The whole of them would exceed our prescribed limits, but we cannot deny ourselves the pleasure of introducing the following part:—"Your trust, sir, was of the highest nature: but to which your character of courage, fidelity, vigilance, and abilities, were known to be equal. You soon freed us from fears, and have answered all our hopes that bravery and conduct could give, or turbulent seas and seasons would admit of; even the last did not disturb or diminish your spirit and vigour. You had

overawed the enemy in their ports, in their chief naval force, till shame, perhaps, or desperation, brought them forth at last. You fought them, subdued them; and, in their confusion and dismay, made those who could escape to seek their security in flight and disgrace."—Sir Edward's reply to the speaker was as follows:—"Mr. Speaker, I own myself greatly at a loss as to the proper manner of acknowledging the great honour conferred on me by this august house, in their distinguished approbation of my conduct on the 20th of November last. In doing my utmost, I only did the duty I owed my king and country, which has ever been, and shall be, my greatest ambition to perform faithfully and honestly to the best of my ability. I can assure this honourable house, that I receive this mark of honour with the greatest respect, and shall ever retain the most grateful sense of it."

On the 15th of August, 1760, Sir Edward Hawke sailed from Spithead in the Royal George, of 100 guns, to relieve Admiral Boscawen in the Bay of Biscay: and on the 4th of the next month he sent Lord Howe, in the *Magnanime*, with the *Prince Frederic* and *Bedford* men of war, to attack a fort on the isle of Dumet, which soon surrendered; but Sir Edward was not in any other engagement during that war. On the 5th of November, 1765, he was promoted to the rank of vice-admiral; and on the 2d of December, in the following year, appointed first lord of the admiralty; in which station he continued till the 9th of January, 1771, when he voluntarily resigned it. In consideration of the great and eminent services which Sir Edward had rendered to his country, His Majesty was graciously pleased to advance him to the dignity of a peer of Great Britain,

by the style and title of Baron Hawke, of Towton, in the county of York, by letters patent, bearing date May 20, 1776. He was a man of true gallantry and unsullied integrity; pursuing the same line of conduct to the last moment of his life. He died universally respected and lamented, on the 17th of October, 1781.

CAPTAIN WILLIAM BAYNE,

SERVED in 1755, as a lieutenant on board the *Torbay*, the flag-ship of Vice-admiral Boscawen. Previous to his promotion to the rank of post-captain in the navy, he commanded the *Woolwich*, of 44 guns. It does not appear that this gentleman held any subsequent command, till after the commencement of the war with France in 1778; soon after which he was appointed to the *Alfred*, of 74 guns. After a short time he was ordered to the West Indies, and was present at the engagement with the Count de Grasse on the 12th of April, 1781. He then accompanied Sir Samuel Hood to North America, and was also present at the encounter with the same opponent on the 5th of September following, off the Chesapeake. On both these occasions he led the van of the fleet, owing to insurmountable obstacles. The *Alfred* having received great injury by running foul of the *Nymph* frigate, she was refitted, and Captain Bayne resumed his original station, but soon afterwards he was posted second in the line, in consequence of Captain Burnet, a senior officer, having joined the fleet, in the *Royal Oak*. We come now to relate the memorable encounter which terminated the

life and services of this very gallant officer. This was the partial skirmish between a part of the English and French fleets on the 9th of April, 1782; and which proved a prelude to the decisive victory over the Count de Grasse three days afterwards. This indecisive action was chiefly memorable on account of the melancholy death of Captain Bayne. The firing commenced at eight o'clock, and continued till after twelve; a short time before which Captain Bayne received a cannon-shot, as already mentioned. He was greatly extolled and lamented by his commander-in-chief, as well as by his brother officers, and the crew. To perpetuate the memory of his worth and gallantry; in consequence of a parliamentary application to the king, a monument was erected in Westminster Abbey to the joint memory of Captain Bayne, Captain Blair, and Lord Robert Manners, who were immediately killed, or died soon after in consequence of their wounds.

SIR SAMUEL CORNISH

IS said to have served a regular apprenticeship to the master of a collier, and afterwards to have entered himself as a private seaman on board one of His Majesty's ships. Other accounts inform us that he was originally in the India service, and introduced into the navy at the instance of Captain Samuel Mead. But, however inferior his original station may have been, his diligence and activity soon opened a road for his advancement, and in a short time he was appointed boatswain of the ship in which he served. Having passed through several

subordinate situations, he at length became a commissioned officer; and about the end of the year 1741, was advanced to the command of a bomb-ketch. On the 12th of March, 1742, he was appointed captain of the *Namur*; from which ship he was removed to the *Guernsey*, and was present at the encounter with the French and Spanish fleets off Toulon. In 1758, he was appointed to the *Union*, a second rate, one of the Channel fleet, during that season, under the orders of Lord Anson. On May 19, 1759, he was appointed a commodore to go to the East Indies, with a small squadron, intended as a re-inforcement to Mr. Pocock, with whom he formed a junction on the 18th of October, off Madras. In February, 1760, he was detached, with part of the squadron to fort St. George, where he arrived on the 28th of February. On the 5th of April the important fortress of Caracal surrendered to the sea and land forces under the admiral, himself, and Major Monson; by the reduction of which, and two other places of less importance, the French were circumscribed within the walls of Pondicherry; which itself was soon afterwards reduced by Rear-admiral Stevens, Mr. Cornish, and Colonel Coote. Mr. Cornish was advanced to be rear-admiral of the white in 1760, and in the ensuing year to be rear-admiral of the red. On the death of Mr. Stevens, May 17, 1761, he succeeded to the supreme command in that part of the world; and the rupture with Spain furnished him with an opportunity of again displaying his gallantry and talents, in the conquest of the *Manillas*. The operations of that glorious and successful expedition have been already laid before our readers. On the 21st of October, 1762, as though in sympathetic gratitude for the gal-

lant service he had rendered, he was promoted at home to be vice-admiral of the blue. Peace having been concluded soon after his very brilliant success, the vice-admiral returned to Europe with the greater part of his force, and does not appear to have held any command during the remainder of his life. On the 9th of January, 1766, he was advanced to the rank of a baronet of Great Britain, and soon afterwards elected a representative in parliament for the borough of Shoreham. He also received some addition to his naval rank, being advanced to that of vice-admiral of the red on the 28th of October, 1770. But he did not long survive the last promotion, for he died two days afterwards, universally esteemed as a brave commander, a worthy friend, and a truly honest man. An anecdote is related of him which strongly marks the character of an honest, blunt seaman. The form of the agreement for the ransom, which has never yet been paid, was settled between the Spanish archbishop and General Draper. The latter, being an excellent scholar, the whole of the conversation and subsequent arrangement passed in Latin. When the demur and refusal of the Spanish court to pay the stipulated sum took place, on the paltry ground of misunderstanding between the negotiating parties, Mr. Cornish exclaimed humourously, and with an affectation of anger, "that he never would again accept of a command where his colleague spoke Latin."

LORD VISCOUNT KEPPEL,

WAS the son of William Anne, second Earl of Albemarle, and born on the 2d of April, 1725. He was sent at an early age to sea under the care of Commodore Anson, when that gentleman was ordered to the South Seas. At the attack of Paita, one of the very few hostile encounters in which that armament was concerned, he is said to have had a narrow escape; for having on a jockey cap, one side of the peak was shaved off, close to his temple, by a ball, which, however, did him no injury. No farther mention is made of Mr. Keppel, in the account of Commodore Anson's voyage, except that he was promoted to the rank of lieutenant after the capture of the galloon. On his lordship's return to England, he was promoted to the command of a sloop of war, and on the 11th of December, in the same year, to be captain of the Sapphire frigate. This vessel was employed as a cruizer, a service in which her commander was extremely active, and in the month of April, 1745, captured a large and valuable French ship, called the Atalanta. On the 20th of the following month he vanquished a Spanish privateer, belonging to Bilboa, called the Superbe. In 1746, after having been removed to the Maidstone, of 50 guns, he captured the Ferret, a small French privateer, but was not otherwise successful in the course of that year. In chasing a French privateer, on the 27th of July, 1747, he ran so close to the coast of France, that the Maidstone was unfortunately lost, but the lives of himself and crew were happily preserved. Being honourably

acquitted of all blame that might be thought attachable to that accident, he was appointed captain of the *Fox*, of 60 guns, one of the cruizers in the channel. The piratical states of Barbary, who had for a considerable time, been bribed into civility to the English flag, happened at this time, to give a loose to their predatory disposition. Four Algerine cruizers fell in with the *Prince Frederic* packet-boat, bound from Lisbon to Falmouth, which they detained under the frivolous pretext, that the captain named in the commission was not on board, and that the money and diamonds with which she was freighted, belonged to the Jews. They therefore carried her into Algiers, where they plundered her of all the effects on board, estimated at 25,000*l.* and detained the vessel twenty-three days, all which time the crew were civilly treated, and suffered no loss in their private property. After the Algerines had thus plundered the vessel, they suffered her to proceed on her voyage, and she arrived at Falmouth on the 7th of May, 1749. This outrage occasioned seven ships of war to be fitted out immediately, the command was given to Commodore Keppel, who took on board certain presents to the dey, the forwarding of which had been neglected, and which that prince having been long accustomed to receive, laid claim to by prescription. The commodore was also charged with a letter from the secretary of state, demanding restitution of the effects which had been thus seized. Mr. Keppel arrived there the beginning of August, and in the audience of the dey, made known the purport of his embassy. The mussulman accepted the presents, but declared himself unable to make the restitution, as the property in question was now dispersed among individuals, from whom

it could by no means be collected. The commodore, finding he could not obtain a more satisfactory answer, proceeded to Port Mahon, from whence he dispatched the Tryal sloop for further instructions from the admiralty. Government, however, thought proper to pass by the affront, and received an ambassador from the Algerines. In September, 1754, he was appointed commodore of the squadron sent to escort the troops from Virginia, which were commanded by the unfortunate Gen. Craddock; and, returning to Europe after his defeat, was appointed to the Swiftsure. From that ship he was removed into the Torbay, and ordered into the Mediterranean with a squadron that consisted of four ships, but on account of the sickness of the crew, was obliged to return to Plymouth. In the ensuing month he was sent out senior officer of a small squadron, and ordered to cruize in the soundings. No other particular mention is made of him till the ensuing year, when he served under Sir Edward Hawke, in the expedition against Rochfort, but had no opportunity of signalizing himself. At the conclusion of the year he was appointed commander-in-chief of the expedition against the French settlement of Goree, in Africa: he sailed with a considerable squadron, on the 19th of October; and the following concise account of the enterprize, in a letter to the secretary of state, is given by the commodore himself:—

“ SIR,

“ I arrived here with the squadron under my command on the 28th of December last, in the evening. The next morning, agreeable to His Majesty's instruction, I attacked with the ships, the fort and batteries

on the island of Goree, which were soon reduced to desire permission to capitulate. The governor's demands were, to be allowed to march the French troops out of the garrison with the honours of war. His terms I absolutely rejected, and began a fresh attack; it was, however, but of short duration, when the forts, garrison, &c. surrendered at discretion to His Majesty's squadron."

The commodore having taken his prisoners on board, and left a sufficient garrison to secure his conquest, repaired to Senegal, on the 27th of January, in order to make some necessary arrangements there; which, being accomplished, he returned to England, and arrived there on the 1st of March. He passed the remainder of the year as a private captain in the channel fleet, under Sir Edward Hawke, and greatly assisted in the defeat of the French armament under the Marquis de Conflans: the *Torbay* closely engaged the *Thesse*, of 74 guns, and at length sunk her, when all on board perished; every attempt to save the men being ineffectual whilst the sea ran mountains high. In 1760 a powerful armament had been prepared by the British ministry for an expedition on the coast of France, but the death of George II. put a temporary stop to the progress of that plan. It was resumed, however, in the ensuing spring; and that very considerable force, which, during the preceding summer had continued inactive at Spithead, sailed from thence on the 29th of March, 1761: it was destined to attack the island of Belleisle, situated about four leagues from the point of Quiberon, on the coast of Bretagne. The fleet was under the command of Commodore Keppel, and the land forces

under General Hodgson. This force arrived off Belleisle on the 6th of April. It was agreed to attempt to land on the south side of the island in a sandy bay, near Lochmaria Point. Here the enemy were in possession of a small fort: they had moreover entrenched themselves on an excessive steep hill, the foot of which was scarped away. An attempt to land was made in three places with great resolution: a few grenadiers got on shore and formed themselves; but, as they were not supported, the greater part of them were made prisoners. The rest of the army, after several very brave and repeated efforts, being wholly unable to force the enemy's lines, or make good their landing, were obliged to retire with loss. What added to the disaster was, that several of the flat-bottomed boats were destroyed or damaged in a hard gale, which arose when the troops retired from the shore. This made the prospect of any future attempt more unpromising even than the first. In this attack the English had 500 men killed, wounded, or taken prisoners. After much diligent search a landing-place at length presented itself, as appears by Mr. Keppel's official letter, from which the following is an extract:—"I have now the greatest pleasure in acquainting you that His Majesty's troops have made good a landing on the rocks near Point Lomaria, and cannot sufficiently commend the spirit and good behaviour of the troops in the attempt; and the judgment with which Sir Thomas Stanhope, and the rest of the captains of the King's ships directed the fire upon the hills."—The siege was now commenced with vigour, and the garrison commanded by the Chevalier de St. Croix, threatened on their side a long and obstinate defence. A furious attack was made upon the

enemy's lines which covered the town, and they were carried without much loss; principally by the uncommon intrepidity of a corps of marines which had been newly raised. The town was now abandoned, and the defence confined to the citadel. Circumstanced as he was, St. Croix thought it high time to capitulate, on condition that the garrison should march out with the honours of war. These terms were acquiesced in, and thus the island of Belleisle was yielded to the British government, after a resolute defence of two months. In this expedition the assailants had about 1800 men killed and wounded. The commodore remained afterwards on the station, till a violent storm on the 12th of January drove him from it, and compelled him to return to England for refitment. Soon after his arrival he was ordered to put himself under Sir George Pocock, then under orders to command a division in the fleet destined for the expedition against the Havannah. He sailed from Spithead with the commander-in-chief; and on the arrival of the army at the Havannah, he conducted himself with such address and ingenuity in landing the men, to occasion the following respectable mention of him, in one of Mr. Pocock's dispatches.—"I am glad on this occasion to do justice to the distinguished merit of Commodore Keppel, who executed the service under his direction, on the Coxemar side, with the greatest spirit, activity, and diligence." On the 21st of October, he was advanced to the rank of rear-admiral of the blue. He continued at the Havannah some time after its surrender; but on the arrival of peace, he enjoyed a temporary relief from service. In 1765 he was appointed one of the lords commissioners of the admiralty: in September, 1766, he convoyed

the Queen of Denmark to Holland; and in 1770 he was progressively advanced to be rear-admiral of the red, and vice-admiral of the blue. In the subsequent years of 1775, 1776, and 1778, he successively obtained the rank of vice-admiral of the white, vice-admiral of the red, and admiral of the blue. In 1778 he commanded the Channel fleet, and had Sir Hugh Paliser for his second. In the engagement which then happened between the English and French fleets, little was done, and in consequence the two admirals preferred counter-charges against each other, which we have already noticed. In 1778 Admiral Keppel was created a peer, by the title of Viscount Keppel of Evedon, in Suffolk, and died on the 2d of October, 1786, in the sixty-third year of his age; having been long afflicted with the gout and other grievous bodily infirmities. He was a man of great bravery, humanity, and virtue; and, prior to the ill-fated event as above, he was the idol of all ranks and parties.

SIR HYDE PARKER.

OBTAINED the rank of lieutenant of the navy on the 16th of January, 1744-5, and gradually advanced in his profession, without any very material occurrence, till he was promoted to the Norfolk, of 74 guns, then sent out to the East Indies. He afterwards removed into the Grafton, and from thence, in 1762, into the Panther. In the last ship he served under Admiral Cornish on the successful expedition against Manilla. He was detached by the commander-in-chief, on the

4th of October, with Captain King, in the *Argo*, to search for a galleon, called the *Phillippina*, from *Acapulco*, bound to *Manilla*. On the 30th of the same month he perceived a vessel, to which he immediately gave chase, not doubting it was the ship he was in pursuit of. After some difficulty, however, the Spaniards surrendered; but it unfortunately turned out the prize was not the *Phillippina*, but the *Santissima Trinadada*; but though the treasure she contained was not equal to the expectations of the captors, her value is said to exceed 300,000*l*. Capt. Parker returned to Europe in the *Norfolk*, after the surrender of *Manilla*. In 1777 he was appointed captain of the *Invincible*; and in Jan. 1778, promoted to the rank of admiral of the blue. In the action which took place on the 17th of April, as mentioned in a former part of this work, Rear-admiral Parker, who had shifted his flag into the *Princess Royal*, commanded the van division, and behaved with the greatest conduct and intrepidity. Having shifted his flag into the *Medway*, of 60 guns, he sailed for England with convoy, and arrived safely in September. On the 26th of the same month he was raised to be vice-admiral of the blue, having during his absence been appointed rear-admiral of the red. In March, 1781, Admiral Parker was ordered into the North Sea with a small squadron, on account of a rupture with Holland. He first hoisted his flag on board the *Victory*, of 100 guns; but the fleet returning to England before he had proceeded from the Downs, the *Victory* was ordered back to Portsmouth, and the *Fortitude*, of 74 guns substituted as the admiral's flag-ship. According to the new arrangement of the squadron, it consisted of the *Fortitude*, of 74 guns; the *Princess Amelia*, of 84;

the *Bienfaisant*, of 64; the *Buffalo*, of 60; the *Preston*, of 50; the *Dolphin*, of 44; two frigates; and the *Alert* brig; together with the *Busy* and *Sprightly* cutters. With this force the vice-admiral convoyed the outward-bound fleet into the Sound in the month of June, and on his return from thence in August, was fortunately joined by the *Berwick*, of 74 guns, with the *Belle Poule* and *Cleopatra* frigates. Thus prepared he fell in with the Dutch squadron off the *Dogger Bank*. An engagement ensued which did not prove completely decisive: the enemy, though tired of the contest, were capable of making good their retreat, and the admiral was unable to pursue them. It is certain, however, that the admiral, and all his captains, did every thing that could be expected from men of genuine courage. One of the enemy's ships, of 68 guns, sunk immediately after the action ceased; and the rest of their force returned to the *Texel* in a shattered condition, without accomplishing the object for which they put to sea. Notwithstanding the exemplary conduct of the admiral, his gallantry did not give general satisfaction: he therefore considered himself neglected and ill-treated. His Majesty, in order to encourage the officers and men who behaved so gallantly in that action, repaired to the *Nore* on the squadron's arrival, to review it; and more than signified an inclination to confer some honours or favours, had he supposed they would have been gratefully received. On the well-known political revolution taking place, Admiral Parker, in the month of October, 1782, returned to the service, and hoisted his flag on board the *Cato*, of 58 guns, being appointed commander-in-chief of the fleet in the *East Indies*. He sailed on the 13th of October following; but no tidings were

ever heard of the ship after she left the Cape of Good Hope. By some persons it is supposed to have been wrecked on the island of Madagascar, or off the Maldives; and others, with greater shew of probability, imagine it to have been by some accident, set on fire, and blown up at sea. A short time before this melancholy catastrophe, he succeeded, on the death of his Brother the Reverend Sir Harry Parker, D. D. to the dignity of a baronet.

FRANCIS HOLBOURNE

WAS related to a respectable family in Scotland. Having served in the navy as a lieutenant on board the *Namur*, to which ship he was appointed in August, 1732, he was, in August, 1739, promoted to be commander of the *Swift* sloop of war. He was removed progressively from ship to ship, without ever having had any opportunity of distinguishing himself, till the beginning of the year 1755, when he is said to have commanded the *Ramilles*, of 90 guns; and on February 5, in the same year, he was made rear-admiral of the blue; when he hoisted his flag on board the ship he had commanded as a private captain: soon afterwards he was removed into the *Terrible*, and appointed to command a squadron ordered to America, to reinforce Mr. Boscawen. The events of this naval campaign are too uninteresting to deserve particular mention; except that Mr. Holbourne returned to England with Vice-admiral Boscawen, and the fleet arrived at Spithead on the 15th of November. In the beginning

of the ensuing summer, he was promoted to be vice-admiral of the blue, and appointed commander-in-chief of the fleet ordered on the expedition against Louisburgh. He sailed from St. Helen's on the 16th of April, and proceeded to Cork for some transports lying there to join him; and took his final departure from thence on the 7th of May, with thirteen ships of the line and the convoy. Owing to contrary winds, and unavoidable delay, the fleet did not reach Halifax, in Nova Scotia, the place of rendezvous, till the 9th of July, when it was too late to hope for much success from their intended operations. A considerable time was also unnecessarily consumed in Halifax, in exercising the troops, in order to accustom them to the different manœuvres and modes of attack they might probably be required to execute when called into actual service. The troops were at last embarked, and ready to proceed by the 1st of August; but just as the fleet and land forces were about to proceed from thence to the place which was destined for their attack, the commanders received advice that a large fleet of seventeen sail of the line, and three frigates, with supplies of provisions, men, and ammunition, had entered the harbour of Louisburgh: it was therefore thought advisable, by an almost unanimous voice in a council of war, to lay aside the attempt for that season. Lord Loudon, with his part of the land forces which he had brought from New York, being about 6000 men, returned thither, whilst Admiral Holbourne proceeded with the fleet to Louisburgh; and whilst he continued cruizing at the mouth of the harbour, a terrible storm, which happened on the 25th of September, seemed to threaten the total destruction of the whole squadron. The Tilbury, of 60

guns, was lost upon the rocks, and half her crew perished; the greatest part of the fleet was dismasted, and the whole much shattered: in which condition they returned to England to add one more cause of chagrin to a nation dispirited by repeated losses. Commodore Holmes, in the *Grafton*, lost his rudder in this storm; and to enable him to navigate his ship, he constructed a machine to supply the want of it, by the help of which substitute, he arrived safely at Spithead: Admiral Holbourne arrived there on the 7th of December, and was soon afterwards appointed port-admiral at Portsmouth. He was afterwards successively promoted to be vice-admiral of the white, and of the red. On the 1st of November, 1761, he struck his flag and quitted his command, and does not appear to have held any subsequent naval employment. In 1766 he was advanced to be admiral of the blue; and on the 24th of February, 1770, appointed one of the lords of the admiralty. On the 28th of October he was promoted to the rank of admiral of the white, and about the same time obtained the civil appointment of rear-admiral of Great Britain, as successor to Sir Charles Knowles. His last elevation was to be governor of Greenwich hospital, a situation which he did not long enjoy, dying on the 15th of July following, at the age of sixty-seven. The character of this gentleman has been variously represented. The following circumstance, however, reflects honour on his memory. Seeing a young officer, whose spirit and activity he admired, striking a seaman for being slow or remiss in his duty, he sent for him into his cabin, and thus addressed him: "Sir, I have observed with the greatest pleasure your diligence and exertions: I shall in consequence of them use my utmost

endeavours to procure your promotion;—but if I ever know that you again strike a seaman, from that moment I renounce you—you will lose all pretensions to my favour and friendship.”

CAPTAIN TIMOTHY EDWARDS.

DESCENDED from a very ancient and respectable family in the county of Cardigan. He was promoted to the rank of lieutenant on the 6th of February, 1755; and to that of commander on the 16th of October, 1757. He was afterwards successively appointed captain of the *Valeur*, the *Wager*, and the *Emerald*. In 1778 he removed into the *Cornwall*, of 74 guns, one of the fleet sent to America under Vice-admiral Byron, for the purpose of opposing that of France commanded by Count d'Estaing; but no particular opportunity presented itself to Captain Edwards of displaying that gallantry, which, on all occasions, was manifest in his conduct. He accompanied Mr. Byron to the West Indies at the close of the year; and at the engagement with the Count d'Estaing off Grenada, on the 6th of July, 1779, was stationed as one of the seconds to Rear-admiral Parker. He distinguished himself, on this occasion, very remarkably, and was so warmly engaged that his vessel was reduced almost to a wreck, and of his crew sixteen were killed, and 27 wounded. Mr. Byron, in his official dispatches, bestows the highest encomiums on the conduct of Captain Edwards. In April, 1780, Captain Edwards was present at the encounter between Sir George Rodney and the Count

de Guichen. He was stationed as one of the seconds to the commander-in-chief, and exerted himself in a most conspicuous manner. The Cornwall (his own ship) was, in the former instance, reduced almost to a wreck, and had twenty-one men killed, and forty-one wounded. Being, however, refitted, as well as circumstances would permit, Captain Edwards was afterwards engaged in two skirmishes, in which he had seven men killed, and fifteen wounded. From repeated injuries the ship had received so much damage that she soon afterwards sunk, when at anchor in the carénage, Saint Lucia; Captain Edwards, however, had quitted her before this time, and was on his return to England as a passenger, but died at sea, in the course of the month of August. This truly brave, though eccentric man, had many singularities, which were generally of the innocent kind. One anecdote related of him is, that, previous to his going into some action, he literally ordered the colours to be nailed to the ensign-staff; and from thence acquired, among the seamen, the whimsical name of "*Old Hammer and Nail*."—Another is, that being struck down by a splinter, he lay for some time on the deck entirely motionless, insomuch that all those around him, concluding him dead, were lamenting, in their uncouth but affectionate terms, his disaster.—Stunned as he was, he soon recovered his recollection but lay without appearance of life for a few moments; till at length one of his people, uttering an exclamation of grief, whimsically expressed, at his fate, saying he was certainly dead, Captain Edwards jumped instantly on his feet and exclaimed, "It's a lie, by —! fire away, my lads!"

ADMIRAL THOMAS BRODERICK

WAS third lieutenant of the *Burford*, under Mr. Vernon, in 1739, and distinguished himself exceedingly at the attack of Porto Bello. Mr. Vernon, noticing his spirit and gallantry, appointed him commander of the *Cumberland* fire-ship. He attended the fleet on the expedition against Carthage, and was there promoted to succeed Mr. Boscawen as captain of the *Shoreham* frigate. We find no other memorable mention made of this gentleman till 1756, when he commanded the *Prince George*, a second-rate. In May he was appointed commodore of a small squadron, ordered to the Mediterranean as a reinforcement to Mr. Byng. He left Plymouth on the 30th of May, with some transports full of troops and stores for Gibraltar, and arrived there on the 15th of June. He was made rear-admiral of the blue soon after he left port, and continued to serve on the same station for some time under Sir Edward Hawke. He was appointed third in command of the fleet fitted out for the attack of Rochfort, and hoisted his flag on board the *Namur*, but in that much censured expedition, he was only employed in reconnoitring and sounding the coast. On the 31st of January, 1758, Mr. Broderick obtained the rank of rear-admiral of the white, and was appointed to succeed Mr. Osborne as commander-in-chief in the Mediterranean. A fleet of merchantmen and transports bound thither being put under his convoy, he hoisted his flag on board the *Prince George*, and sailed the be-

ginning of April. A very melancholy misfortune befel this ship, and the greater part of the crew, on the 13th of April, while on their passage to Gibraltar; there being only 260 saved out of 745, and consequently 485 were lost. The following account is given by the Rev. Mr. Sharp, chaplain: "On Thursday the 13th instant, at half an hour past one in the afternoon, word was passed into the ward-room by the sentry, that the fore part of the ship, the Prince George, was on fire; the lieutenants ran immediately forward, and myself, with many others, went directly on the quarter-deck, when we found the whole ship's crew was alarmed: the pumps were handed out, the engines and buckets carried forward, and every immediate remedy applied. The admiral, with the lieutenants on watch, kept the quarter-deck, from whence he sent fresh orders as he thought most expedient, for the preservation of the ship, and the souls in her. Captain Peyton, and the lieutenants, on search, found that the fire broke out first in the boatswain's store-room, to which place large quantities of water were applied, but in vain, for the smoke was so very great and hot, that the poor creatures could not get near enough to the flames for their labour to have any effect. On this Captain Peyton ordered skuttles to be made, that the water might be poured in by that means; but there he was defeated likewise, for only two carpenters could be found, and they had nothing to work with for a long time but a hammer and chissel each. The lower gun-deck ports were then opened; but the water that flowed in was not sufficient to stop the violence of the flames. He ordered, likewise, the powder-room to be wetted, lest the ship should immediately be blown up, and every

soul perish in an instant. This had the desired effect, and for some minutes we had glimmering hopes. I mention the above particulars as I was below myself, worked with the men as long as I could stand it, went up for air and returned again instantly, consequently an eye-witness, I can declare them as facts. The fire soon increased, and raged violently aft on the larboard side; and as the destruction of the ship was now found inevitable, the preservation of the admiral was first consulted. Captain Peyton came on the quarter-deck and ordered the barge to be manned, into which the admiral entered with near forty more; for now there was no distinction, every man's life was equally precious. The admiral finding the barge would overset, stripped himself naked, and committed himself to the mercy of the waves; and after toiling an hour, he was at length taken up by a merchantman's boat. Captain Peyton kept the quarter-deck an hour after the admiral left it, when he happily got into a boat from the stern-ladder, and was put safe on board the Alderney sloop. I must be deficient even to attempt a description of the melancholy scene that was before me; shrieking, cries, lamentations, bemoanings, raving, despair, even madness itself presented themselves. It was now high time to think of taking care of myself: I looked from every part of the ship for my preservation, and soon saw three boats at the stern. I went immediately to my cabin and offered up my prayers to God, particularly thanking him for giving me such resolution and composure of mind: I then jumped into the sea from one of the gun-room ports, and swam to a boat, which put me safe on board the Alderney sloop. There are near 300 people saved; and more might have been saved had the merchantmen behaved

like human creatures: but they kept a long way to windward the whole time, and, if possible, to their greater shame be it spoken, instead of the men that swam to their boats, they were employed in taking up geese, fowls, tables, chairs, and whatever else of the kind came near them." Mr. Broderick, with the remnant of his people, pursued his voyage on board the Glasgow, to Gibraltar; and, on his arrival there, hoisted his flag on board the St. George of 90 guns. Nothing memorable occurred respecting this gentleman till February 1755, when he was promoted to the rank of vice-admiral of the blue. Mr. Broderick, though he could not get up soon enough to have much share in the discomfiture and defeat of M. de la Clue in the month of August, yet he is particularly mentioned by Mr. Boscawen, as having, with his division, burnt the Redoubtable, of 74 guns, and captured the Modeste on the following day. No mention appears to have been made of him after his return to England, except that he was, on the 22d of October, 1762, advanced to the rank of vice-admiral of the white. He died, of a cancer in his face, on the 1st of January, 1769.

NAVAL TRANSACTIONS

FROM THE YEAR 1784, TO 1792 INCLUSIVE.

Don Barcelo's fruitless expedition against Algiers. — Hurricanes. — Wrecks. — Hostilities between the Russians and Swedes. — Court Martials.

WE shall now take a review of all the chief naval occurrences during these few years of peace, which being a period that afforded little or no opportunity for our gallant tars to display their wonted courage, consequently furnishes but few transactions worthy the attention of our readers.

In the month of July, 1784, the command of a powerful fleet which had been equipped for the destruction of the Algiers, by the Spaniards, in conjunction with the Neapolitans, Maltese, and Portuguese, was conferred on Don Antonio Barcelo, the officer who had commanded a similar expedition the preceding year. This armament consisted of four Spanish ships of the line, two Maltese, two Portuguese, and one Sicilian, besides frigates, bomb vessels, gallies, gun and mortar boats; the whole amounted to 130 sail, together with a considerable body of land forces.

No sooner had the fleet arrived in the bay, and each ship had taken her station, when a most desperate and tremendous cannonade commenced. The town was frequently set on fire, but without sustaining any material injury. The bold and furious attacks of the Algerines prevented the battering vessels from approaching near enough to the shore to have a proper effect: the repeated and resolute sallies which they made on the Spanish troops, were attended with great success, and

created a dreadful carnage. Don Barcelo finding that he could not make any impression on the place; and having about 100 men killed, with many of his fleet much disabled; towards the end of the month re-embarked the troops and prepared to sail. Just as they were about to depart, a violent gale of wind came on, which caused the greatest confusion among their ships; many were forced to sea, and in danger of sinking; while others with difficulty escaped being wrecked.

This undertaking had another hindrance which was not foreseen, that was, a disagreement among the commanders, which was carried so far between Don Barcelo and Major Moreno, the commander of the Maltese galleys and some other principal officers that they at last almost refused to obey his orders; so that this expensive expedition was attended with little success. Mr. Henry Vernon, nephew to the brave and once celebrated admiral of that name, served as a volunteer on this expedition, and distinguished himself with marked enterprise, conduct, and gallantry. In one of the most severe conflicts with this fierce enemy, by his courage and resolution, he is said to have saved the life of the Spanish admiral, when the boat in which they both were, was struck by a cannon-shot. In the seventh attack he was wounded; yet in so conspicuous a light was his valour and merit considered, that Don Barcelo had intended to have given him the command of one of the two leading ships, which were appointed to attempt to force their way into the port in the last attack, had they not been obliged to relinquish the expedition.

The island of Jamaica suffered considerable damages from the violence of an hurricane, July, in which the Antelope sloop of war, and Duke of Rutland armed

ship, with several merchant vessels, were lost. The *Flora* frigate was dismasted. A great number of people perished both on shore and at sea; the barracks at Fort Augusta and Spanish Town were blown down, by which four or five soldiers were killed, and thirty or forty dangerously wounded. Some of the plantations on the windward side of the island exhibited an entire scene of desolation.

The court-martial which was assembled in Portsmouth harbour, December 4, to try Captain Alexander Christie, for the loss of His Majesty's ship the *Hannibal*, of 50 guns, taken by a squadron of French ships of war, under the command of M. de Suffrein: having heard the evidence, and Captain Christie's defence, pronounced the following sentence:

"The Court having maturely considered the evidence, are of opinion that Captain Christie conducted himself as an experienced good officer: and that he and his officers, and ship's company, have strictly done their duty, therefore acquit them of any fault on that service.

(signed) "JOHN MONTAGU, President."

A violent storm from the S.S.E. which increased to a perfect hurricane, attended with a heavy fall of hail and snow, did considerable mischief on the coast, December 7. Upwards of 100 vessels of different descriptions were forced on shore, or foundered at sea; the crews of many perished; and a great number of the vessels were entirely lost. The following extract of a letter from Newcastle, dated Dec. 11, may afford our readers some idea of the dreadful disasters which happened.

" Sunday morning a large fleet, upwards of 150, sailed from Yarmouth Roads. About four o'clock in the afternoon, between Cromer and the Floating Light a violent storm arose, with heavy rain, wind from S.S.E. which separated the fleet: the gale increasing split all their sails into shivers, so that it was impossible to work the ships or keep them off the land, and many were obliged to cut away their masts.

" About nine o'clock at night a strong wind sprung up from the East, and about midnight it blew a perfect hurricane, attended with a very heavy fall of hail and snow, which continued with unremitting fury till Tuesday noon, when it began to abate: but that night it blew again very hard till Wednesday at noon, when the wind became moderate, but the snow continued at intervals till Thursday when it fell very severe during the whole day.

" At sea it has been dreadful beyond description, all along the coast being strewed with wrecks and vessels on ground, so that from every part we hear of nothing but distress."

On the 22d of July, 1785, M. de la Peyrouse in the *Boussole*, accompanied by the *Astrolabe*, sailed from Brest on a voyage of discoveries round the world. The Admiralty and Royal Society furnished him with all the observations, original charts, and papers that could be of use to him; the Admiralty also made him a present of the time-keeper, and azimuth compass which Captain Cook had made use of.

In August the *Mercury* frigate, commanded by Capt Henry Edwin Stanhope, was sent to Boston in North America, by Commodore Sawyer, to convoy some small vessels which were to take on board live stock,

ley, &c. for Shelbourne and some other of the new settlements. Upon Captain Stanhope's arrival he waited on the governor, as a matter of ceremony, but on his return to his boat he was insulted by a mob, who had collected for the purpose, and himself and people were extremely ill treated; this, with various other insults, which he experienced at Boston, induced Captain Stanhope to write a complaint, and remonstrate with the governor on the impropriety of these proceedings. The letters which passed on this occasion are as follow:—

"Mercury, Boston Harbour, August 1, 1785."

"SIR,

"I AM sorry to be obliged to represent to your excellency, the continued insults and disgraceful indignities offered by hundreds in this town to me and my officers, which hitherto we have taken no notice of, nor of the illiberal and indecent language, with which the newspapers have been filled; nor should I have troubled you now, had I not been pursued, and my life as well as that of one of my officers, been endangered by the violent rage of a mob yesterday evening, without provocation of any sort.

"I trust it is needless to recommend to your excellency, to adopt such measures as may discover the ring-leaders, and bring them to public justice, as well as protect us from further insult.

"I have the honour to be

"Your excellency's most obedient

"Humble servant,

"E. H. STANHOPE."

"To His Excellency Governor BOWDOIN."

"Commonwealth of Massachusetts, Boston, Aug. 1, 1785.

"SIR,

"Your letter of this date is now before me. It is a great misfortune that the subjects or citizens of different countries, which have been at enmity, cannot easily recover that degree of good humour which should induce them to treat each other with proper decorum, when the governments to which they respectively belong have entered into a treaty of amity, and sheathed the sword. But you must have observed, that disturbances arising from this source, too frequently happen, especially in popular seaport towns.

"If you have been insulted, and your life has been endangered, in the manner as you have represented to me, I must inform you, that our laws afford you ample satisfaction. Foreigners are entitled to the protection of the law as well as amenable to it, equally with any citizen of the United States; while they continue within the jurisdiction of this commonwealth.

"Any learned practitioner in the law, if applied to, will direct you to the mode of legal process in the obtaining a redress of injury, if you have been injured; and the judiciary court will cause due enquiry to be made, touching riotous and unlawful assemblies and their misdemeanors, and inflict legal punishment on such as by verdict of a jury may be found guilty.

"I have the honour to be, &c.

"To Captain STANHOPE."

"Mercury, Boston Harbour, Aug. 1785.

"SIR,

"WHEN I had the honour of applying to your Excellency to discountenance the disgraceful attacks made upon me and the officers of His Britannic Majesty's ship *Mercury*, under my command, and to afford us your protection, it was upon your positive assurance to that effect, in their presence, I rested my hope. How much your conduct contradicts both that and my expectations is too obvious either to satisfy me, or even to do credit to yourself; for your Excellency must excuse me, when I remark that I never received a letter so insulting to my senses, as your answer to my requisition of yesterday. I am, however, happy in finding a much better disposition in the first class of inhabitants, whose assistance I am glad to acknowledge is the more acceptable, after your apparent evasion from the substance of my letter; and, however well informed your Excellency may believe yourself upon the laws and customs of nations, in similar cases, allow me to assure you, there is not one, no not even the Ally of the states, that would not most severely reprobate, either the want of energy in government, or the disinclination of the governor, to correct such notorious insults to public characters, in which light only we can desire to be received.

"I have the honour to be, &c.

"To his Excellency, Governor BOWDOIN."

" Captain STANHOPE,

" Your letter being dated the 2d instant, was delivered to me by your lieutenant, Mr. Nash, at four o'clock this morning.

" I hereby let you know, that as the letter is conceived in terms of insolence and abuse, altogether unprovoked, I shall take such measures concerning it as the dignity of my station, and a just regard to the honour of this commonwealth, connected with the honour of the United States in general shall require.

" Boston, Aug. 3, 1785, six o'clock, P. M."

*Mercury, Nantasket Road, Aug. 4, 1785,
half past 12, A. M.*

" Sir,

" I AM to acknowledge the honour of your Excellency's letter, this moment received, and have to assure you, I shall most chearfully submit to the worst consequences that can arrive from our correspondence, which I do not conceive on my part to have been couched in terms of either insolence or abuse, which is more than I could venture to say of yours; and, however exalted your Excellency's station is, I know not of any more respectable than that I have the honour to fill.

" I have the honour to be, &c.

" To his Excellency, Governor BOWDISH."

On the 31st of August, and the succeeding day, the whole of the West India islands, excepting Grenada, experienced the dreadful effects of a violent hurricane, attended by frequent shocks of an earthquake, by which many plantations were destroyed, and a great number of vessels and several souls lost in the different ports and at sea.

On the 6th of October, the Rambler cutter of 10 guns, commanded by Lieutenant Lowry, when working into Leigh Roads in a fresh gale, a violent and sudden squall came on, and the main sheet being kept fast, she unfortunately upset. Lieutenant Lowry and sixteen of his crew perished; his son a boy of about thirteen years of age, and thirty-two men, were picked up by a Yarmouth fishing-boat.

On the 26th of October, the Ariel man of war, Captain Norman, arrived express from Jamaica, with the melancholy news of that island having been visited with a hurricane on the 27th of August, which had done incredible damage to the buildings and sugar-canes all over the island; though its fatal effects had been felt more considerably in some parishes than in others. His Majesty's ships, from being well manned, and the great skill of the officers, rode out the storm without receiving much damage; but upwards of twenty merchant vessels of different countries were totally lost, and considerably above that number were ashore, with all the small craft of the island. To heighten the calamity, in the midst of the tempest, a fire broke out at Kingston, which threatened the whole town, but was fortunately extinguished without doing much mischief. On the 20th of Sept. the Ariel having left Jamaica, was 8 days beating up the Windward Passage, and near the

island of Hispaniola, met with another hurricane, still more formidable than that of the 27th of August, and, from its long continuance, with the direction that it took, the officers on board were apprehensive that the island of Jamaica experienced a second calamity greater than the former.

From the situation of the ship *Ariel* when she met the hurricane on the 20th of September, which all the officers on board declared exceeded every thing they ever saw or heard of, they supposed both the French island of Hispaniola, and the Spanish island of Cuba would be almost entirely desolated. For twenty-four hours the *Ariel* was in such a situation that all on board thought she must inevitably have been lost; but from the abilities and exertion of the captain and crew they escaped almost miraculously.

Some English merchants having obtained licences from the South-Sea and East-India companies, entered into commercial partnership, under the title of the King George's Sound company; the object of which was to open and carry on a free trade from the N.W. coast of North America to China; for this purpose, two ships were fitted out and called the *King George* and *Queen Charlotte*, the command of which was given to Messrs. H. Portlock and George Dixon, who had been companions with Captain Cook on his voyages of discovery. These ships took their departure from England in the month of August 1785, and returned in the Autumn 1788. Whatever profit might have been derived from this voyage, it was not, it seems, sufficient to encourage a repetition of it.

The *Halsewell* East-Indiaman was driven on shore and wrecked, on the island of Furbeck, between Peverel

Point and St. Alban's Head, January 8, 1786. When she struck, the whole number on board amounted to above 240, out of whom only were saved Mr. Henry Merion, first, and Mr. John Rogers, third officers, with seventy-two inferior officers and men. Captain Pierce, her commander, with two of his daughters, two nieces, and several other ladies and gentlemen passengers were among the unfortunate sufferers. The loss of this ship was attended with peculiar scenes of affliction and distress. See *Marmier's Chronicle*, vol. ii. p. 1—16.

In the months of August and September, the West India islands experienced a most dreadful hurricane, which was severely felt at Hispaniola, St. Eustatia, Guadaloupe, and Barbadoes, particularly the last: its violence almost desolated the whole island. A great number of ships were lost, and many souls perished at sea and on shore.

The Montague East India ship, Captain Brettel, was this year burnt by accident in the river of Bengal, owing to the salt-petre taking fire. The chief mate and twenty-nine men perished.

On the 13th of May, Commodore Philip, in the *Sirius*, commanded by Captain John Hunter, with the *Supply* armed brig, Lieutenant Ball, and nine transports, having on board a great number of convicts of both sexes, sailed from Spithead to New South Wales, in order to establish a colony at Botany Bay. The *Hysena*, of 20 guns, the Honourable Captain Michael de Courcy, was ordered to accompany the fleet 100 leagues to the westward.

The coast of Coromandel, in the East Indies, particularly the northern part of it, was almost entirely desolated by the violence of a dreadful hurricane, May 17,

which arose from the N.E. attended with storms of hail. The tempest raged with the greatest fury, the sea rose more than fourteen feet above the ordinary level, and inundated the country for many leagues. The district of Uppora was swallowed up by the sea, with all its unfortunate inhabitants. It was impossible to judge what number of people perished in consequence of this calamity; but it was computed in this district, and at Tranquebar, not less than 1300 or 1400 souls. Several other places on the coast were swept away by the extraordinary elevation of the sea, which was so sudden, that the wretched inhabitants had not time to save themselves by flight; nine-tenths of whom it was believed were destroyed. On the 28th of May, the storm abated, and the waters began to retire gently, leaving the whole country a confused and horrible scene of ships, houses, trees, (which had been torn up by the roots) and human bodies.

The Hartwell East-India ship, Captain Fiott, was wrecked on a reef of rocks near the island of Bona-Vista, May 24; the loss of this ship was in a great measure owing to the mutinous state of her crew.

On the 23d of September, the settlement in the bay of Honduras was almost entirely demolished by a dreadful hurricane, attended with a deluge of rain. Thirteen vessels which were all that were then loading, was driven on shore and dismasted, and eleven of them totally lost: twenty of the bay craft were also lost, and 100 men drowned in them.

The Ganges, Captain Fraser, bound from Bengal to Madras and China was lost this year near the Barra Bulla.

On the 14th of January, 1788, Commodore Philip, in the *Sirius*, (whose departure from Spithead we have already noticed), arrived at his place of destination on the coast of New South Wales. On the 28th, the Lieutenants Shortland and King landed. The natives, who had in small bodies witnessed their approach, appeared in great consternation on seeing the officers on their territories; and after setting up a yell, fled to the woods. They returned soon after more composed; and from the signs made by Commodore Philip, were prevailed on to receive some presents of beads, necklaces, and other trifles; but they were deposited on the ground, and the commodore withdrawn to a distance, before they would venture to take them. After this they appeared so friendly as to conduct, by signs, the officers to a rivulet, where they found some excellent water, though not in a very abundant supply. In the evening the commodore, with his party, returned on board; and the next day the three transports which he had out-sailed, came to an anchor, on which the commodore went again on shore, principally to cut grass for the use of the cattle and sheep, the hay on board being nearly exhausted. On the dawn of the day following, the *Sirius*, Captain Hunter, with the remainder of the transports under convoy, appeared in sight, and three hours after brought to, and anchored in the bay.

On the convicts being landed, Commodore Philip assumed his office of governor, and caused the commission given him by the King, to exercise such authority, to be read; and also the abridgment of the code of laws, by which he was to govern.

While Governor Philip was employed in establishing the settlement at Sidney Cove; on the 10th of July, the

Boussole and Astrolabe, two French ships; which it has already been observed, sailed from France in the year 1785, under the command of M. de Peyrouse, on a voyage of discoveries to the South Seas, anchored in Botany Bay, from whence M. de Perouse sent an officer over to inform the governor of his arrival; they were in some distress for stores and provisions; but Mr. Philip was not in a situation to contribute much to their relief. They related the following melancholy account which befel them whilst lying at one of the Navigator Islands, a group discovered by M. Bougainville to the northward, where they had been on a very friendly footing, and had carried on a traffic with the natives for a long time with great success until the day they sailed. After they had got under weigh, M. L'Angle, captain of the Astrolabe, requested of M. Peyrouse to allow him to go ashore, and get one boat load more of water, which was all he wanted of being complete. The commodore wished to dissuade him from the design, by telling him, that as they had got under weigh, and would not be long at sea, there was no occasion for having so much water; but M. L'Angle seeming very anxious to go, M. Peyrouse followed him. He accordingly went ashore with two armed boats, and in all about thirty-six men. Whilst they were filling their water, the natives seemed to be on the same footing with them that they had always been formerly. Mean time the ships, which had hove to off the island, had drifted to leeward of one of the points which formed the bay in which they were watering. M. L'Angle's people having filled their water, were proceeding down to the boat; when on a sudden they were surrounded by a great number of the natives, who rushed down

and closed upon them, so that they had not power to use their fire arms. In the affray M. L'Angle, and thirty-one of his men were killed; the others swam off, and reached their ships, some dangerously wounded.

M. de Peyrouse remained at Botany Bay five weeks; and in that time frequent visits were made between the French and English officers who were at Sydney Cove. Many of the convicts attempted to effect their escape to Europe on board the French ships; but M. Peyrouse and his officers were deaf to their intreaties; excepting those made by the women, two of whom were noticed to be missing soon after they sailed.

On the 22d of March a proclamation was issued to recal all British seamen from foreign service; and prohibiting all masters of ships, pilots, mariners, seamen, shipwrights, and all other seafaring men whatsoever, natural born subjects of Great Britain, from entering into foreign service without licence, &c.

In the month of May, Captain Isaac Coffin, of the *Thisbe* frigate, on the American station, was tried by a court-martial held at Halifax on board His Majesty's ship *Dido*. The court was composed of the following members:

Captain Charles Sandys, president.

Sir James Barclay, Bt. Paul Minchin.

Samuel Hood. Edward Buller.

The charge was exhibited by some of the captain's officers, for bearing false musters, in keeping on his books two sons of Lord Dorchester, and his own nephew, who it appeared were not on board conformable to the rules of the service. The charge was proved; but it appearing to the court that it was grounded

chiefly on private pique and resentment against Captain Coffin, without any intention of defrauding His Majesty, which they were clearly of opinion took off a great part of the crime of false muster; it sentenced him only to be dismissed from the command of the *Thisbe*. Upon the arrival of Captain Coffin in England, and the sentence of the court-martial having been made known to the board of admiralty, it was so highly disapproved of by Earl Howe, the then first lord, from its not being agreeable to the spirit of the 31st article of war, which says, "Every officer, or other person in the fleet, who shall knowingly make, or sign a false muster, or muster-book, &c. upon proof of any such offence being made before a court-martial, shall be cashiered, and rendered incapable of further employment in His Majesty's service," the board of admiralty accordingly took upon them to give an order to strike Captain Coffin's name off the list of post captains.

So arbitrary was this proceeding considered, that Captain Coffin had his case laid before His Majesty, who was pleased, with the consent of his privy council, to direct the twelve judges to give their opinion, Whether the Admiralty have a power of setting aside the judgment of a court-martial? After due deliberation the judges accordingly delivered up the following opinion:

"To the King's Most Excellent Majesty."

"May it please your Majesty.

"In obedience to the order of your Majesty in council, we have taken into our consideration the charge

33. *Chlorophyll *a** (mg/g dry weight) = $\frac{12.7}{1000} \times \frac{1000}{\text{volume of extract}} \times \text{OD}_{680}$

sion of rage on both sides. Nothing could exceed the dreadful violence of the action, or the fury and determined obstinacy with which it was maintained. The darkness was so great, that the knowledge of each ship was in a great measure confined to her own sphere of action; so that ignorant of, and attentive to, what was passing elsewhere, she fought as if all depended upon herself individually; and as if victory or destruction were the only alternative. The Swedes seem to have had much the advantage in this latter action, to which the unequalled exertions of the gallant Count Horne, in extricating the Duke of Sudermania, when surrounded and overlaid by a great superiority of hostile force, not a little contributed. Every body regretted that neither this nobleman, nor his two brave associates, the first and second captains, by whom he was nobly seconded, should have survived to enjoy that glory which they so heroically purchased. This last bloody encounter continued two hours. At ten o'clock the disorder and confusion, together with the total ignorance on each side of their friends or their adversaries state, all produced by the darkness, with the severe loss and general damage which the ships sustained, obliged the exhausted combatants to withdraw from the scene of action. Several of the Swedish ships had likewise expended all their ammunition, and there was not a sufficiency left, in any part of the fleet, to afford them an adequate supply for a fresh attack. The victory was claimed on both sides, and each bore an honourable trophy of its claim. The Wiadisloff, of 74 guns, and 783 men, struck to the Duke of Sudermania. On the other hand, the Prince Gustaf, of 68 guns, was taken by the Russians. The loss of men on both sides must

have been very great. In a few days after this action Admiral Greig, of the *Rostislaff*, 108 guns, put to sea with a great addition of force, and suddenly fell upon the Swedish fleet while at anchor in the road of Swenbourg. The consternation and surprise of the Swedes was so great, that before they could get under the protection of the forts, the *Gustavus Adolphus* was taken by the Russians and burnt.

A court-martial was held at Portsmouth, Oct. 7, on Captain Dawson, of the *Phaeton* frigate, at the instance of Mr. Wilkie, the master, on a variety of charges, the greatest part of which was judged by the court ill-grounded, scandalous, malicious, and subversive of all good government and discipline in our navy; but part of the 10th, 11th, 12th, and part of the 14th, was fully proved; and therefore the sentence of the court was, that Captain Dawson be dismissed from His Majesty's service.

A court-martial was also held on board the *Edgar* at Portsmouth, Oct. 28, to try Lieutenants Wall and Lucas, of the *Phaeton* frigate, for suffering themselves to be beaten by the surgeon, Mr. W. Wardrobe, (under sentence of death for striking his superior officer while on duty,) without punishing or calling him to account for his conduct. The prosecutor was the third lieutenant, supported by the master. The beating was proved; but it likewise was proved, that the surgeon, in the course of service, having received a contusion in his head, was a maniac when he was in liquor, but a man of quiet temper and consummate skill in his profession, when sober; which had inclined Lieutenant Wall, (who had the command of the ship when the fatal quarrel happened, in which he was struck,) from a principle of

humanity to forgiveness, in which he had been seconded by Lieutenant Lucas from the same motives; a lenity which however commendable as private gentlemen, was reprehensible in the extreme as officers, dangerous to the service in His Majesty's navy. Thus circumstanced, they threw themselves on the mercy of the court, hoping, that should they be thought guilty, in shewing too great lenity to an unhappy man, in compassion to his more unhappy family, (having a wife and several small children entirely dependent on his pay, in Scotland) a little of that lenity they may be blamed for shewing to others, may be extended to themselves.

In the month of August a dreadful hurricane arose in the West Indies, which was particularly felt at Dominico and Martinique. Several vessels were lost, and many souls perished on shore and afloat.

The Vestal frigate, commanded by Captain Sir Richard John Strachan, sailed from Spithead, having on board Lord Cathcart, who was going out as ambassador to the emperor of China. His lordship was in a bad state of health when he embarked; he continued to grow worse daily until the ship's arrival in the Straits of Banca, when his lordship died. Upon which Sir Richard Strachan returned to England.

Early in this year, the works which were carrying on at Cherbourg were almost entirely destroyed in a most violent gale of wind. The French government abandoned the project of repairing them, from a representation of the principal engineers employed, who discovered that on the rock on which the cones were sunk, were three or four feet of sand; of course the weight of these enormous machines made the sand at different times give way, so that they could not keep their level.

Nearly 200,000*l.* had been expended on this stupendous rock.

On the 9th of February Commodore Cornwallis sailed from Spithead for the East Indies. The squadron consisted of the following ships:

Ships.	Guns.	Commanders.
Crown	64	{ Hon. W. Cornwallis, com. Capt. James Cornwallis,
Phoenix	36	John Byron.
Perseverance	36	Isaac Smith.
Atalante	14	Maurice Delgarno.
Ariel	14	Lieut. R. Moorsom, acting.

On the 23d of August, the Vansittart East India ship, Captain Wilson, outward bound to China, was lost in the Straights of Banca, by striking on a reef of coral rocks. The crew excepting six, were saved by the Nonsuch and General Elliott; she had on board a great quantity of treasure; forty chests of which were saved containing about 40,000*l.*

Early in the month of January, the Viscountess of Breteuil, a French merchantman, Martin Doree, commander, discovered some of the crew belonging to the Guardian sloop, which struck on an island of ice in December 1789. These people had quitted her in the launch, and met with every kind assistance from Capt. Doree. The Guardian continued driving about chiefly at the mercy of the wind and sea. At length land was discovered, February 21, 1790. She made so much water that Lieutenant Riou, who would not quit her, in order to prevent her sinking at her anchors, ran her on shore on the Beach in Table Bay. On her arrival at

the Cape she was nothing more than a floating raft. See *Mariner's Chronicle*, vol. i. p. 49—54, and vol. iv. p. 36—48.

The Spaniards having sent an armed force to dispossess the British traders and settlers of their possessions at Nootka Sound, and other ports on the North West coast of North America, alledging in their defence, that that country appertained to His Catholic Majesty ; the British court sent a remonstrance to the court of Spain, to demand the restitution of these places, and at the same time ordered a powerful fleet to be equipped, and to rendezvous at Spithead, under the command of Earl Howe, in case they should refuse to comply with the demand.

On the 29th of June, part of the Channel fleet, under the command of Admiral Barrington, sailed from Spithead ; they were soon after joined by Lord Howe with the remainder ; and on the 18th of August put to sea, and stood to the westward. In September the fleet returned to Spithead ; and on the 26th of October Rear-admiral Cornish sailed with a small squadron to the West Indies, from 74 to 28 guns.

On the 22d of October, Lieutenant William Bligh, the officers and men, who were saved from the *Bounty*, lately run away by the mutinous part of the crew, when off Otaheite, (See *Mariner's Chronicle*, vol. iv. p. 21—35) were tried by a court-martial on board the *Royal William*, at Portsmouth, for the loss of the said ship, and were all honourably acquitted.

On the 28th of October, a convention was signed at the Escorial, between their Britannic and Catholic Majesties ; wherein it was agreed that the British subjects should be re-established in the possession of their lands,

buildings, vessels, merchandize, and other property which the Spaniards had dispossessed them of at Nootka Sound, and other ports on the coast of North-west America; or a just compensation made to them for the losses they may have sustained. In consequence of this agreement, the armaments were discontinued, and several ships of war ordered to be paid off.

On the 19th of December, two seamen belonging to the *Formidable*, were tried by a court-martial, on board the *Royal William*, for disobedience of orders, striking the lieutenant, boatswain, and master's mate, when on duty at the dock-yard; one was sentenced to be hanged, and the other to receive 100 lashes.

The *Discovery*, a ship which had been fitted out early in the year, under the command of Captain Roberts, for the purpose of exploring the N. W. coast of North America, but which was suspended in consequence of the possibility of a rupture with the court of Spain; was again, at the end of the year, ordered to be equipped and sent to Nootka, to receive back in form a restitution of the territories on which the Spaniards had seized, and also to make an accurate survey of the coast, from the 30th degree of north latitude in the westward towards Cook's river; and further to obtain every possible information that could be collected respecting the natural and political state of that country. The command of this enterprize was conferred on Capt. George Vancouver, who had formerly served under Captain Clark, on his voyage of discovery with Capt. Cook; he was to be accompanied by the *Chatham* armed tender of 135 tons burthen, commanded by Lieutenant Broughton. The result of this voyage we shall mention hereafter.

This year a desperate battle was fought between the Russian and Swedish fleets, in the gulf of Wibourg, in which the latter lost nine ships of the line, three frigates, and upwards of twenty gallies. Sir Sydney Smith was an attendant on the King of Sweden in this action. The Russians also suffered severely, having lost several of their best officers. The slaughter was particularly fatal to the British officers in that service. Captains Denison and Trevenon, were killed. Captain Marshall in gallantly attempting to board one of the enemy's ships, fell into the sea and was drowned. Captains Aikin and Miller were desperately wounded.

Early in 1791, the conduct of the court of Russia made it necessary for the British government to assemble a powerful fleet at Spithead; and on the 25th of March His Majesty issued his royal proclamation, offering 3*l*. to every able seaman, 2*l*. to every ordinary seaman, and 1*l*. to able bodied landmen.

However the difference having been adjusted between the two courts in August, it was no longer necessary to continue the bounty; several of the ships of war were paid off, and a considerable reduction took place in the corps of marines.

In the month of February, Captain Samuel Hood, of His Majesty's ship *Juno*, displayed great intrepidity and resolution when at St. Ann's harbour, Jamaica. In a violent gale of wind, a raft was discovered from the *Juno's* mast head, at a great distance at sea, with three people on it, over which the waves washed every moment, so that it appeared almost impossible to save them. Captain Hood immediately ordered a boat to their assistance. It seldom happens that British seamen shrink from danger; but the boat's crew thinking it a

vain attempt, shewed some reluctance at putting off, fearing lest they should be involved in utter destruction. Captain Hood observing this, leaped into the boat, declaring to his men that he never would order any of them on a service on which he was afraid to venture himself. The boat with great difficulty and imminent danger, reached the wreck, and saved the poor men on it, who must have perished the next wave, being quite exhausted. The house of assembly no sooner heard of this humane and heroic exploit of Captain Hood's, than it unanimously resolved, that the receiver-general of the island should remit to the agent the sum of 200 guineas, for the purchase of a sword, to be presented to Captain Samuel Hood, of His Majesty's ship Juno, as a testimony of the high sense it entertained of his merit, in saving, at the manifest peril of his life, in a violent gale of wind off the port of St. Ann's, on the 3d instant, the lives of three men discovered on a wreck at sea, and who must inevitably have perished but for his gallant and humane exertions.

On the 2d of August, Captain William Bligh sailed from Spithead in the Providence armed ship, accompanied by the Assistance tender, commanded by Lieut. Portlock, bound to Otaheite, to collect the bread fruit plants, and in quest of the mutineers of the Bounty. The success of this voyage we shall mention hereafter.

Commodore Cornwallis, in the East Indies, having received intelligence that some neutral ships, under Imperial and French colours, were expected to arrive on the coast of Malabar from Europe, laden with ammunition and ordnance stores for the use of Tippoo Sultan's army, dispatched the Minerva, Thames, and Vestal frigates to cruize off that coast, with orders to their commanders, strictly to examine all vessels they might fall in

with. The commodore joined them shortly after with the *Crown* and *Phoenix*. On the 23d of October, at six o'clock in the evening, while he was cruising to the northward of Tellicherry, and the *Phoenix* and *Atalanta* at anchor in the Roads, two French ships and a brig were discovered in the offing. It being the *Atalanta's* guard, she got under weigh to board them, and was followed by the *Phoenix*; but having little wind, the French vessels got into Mahé Road. Capt. Foot, of the *Atalanta*, sent a boat with an officer on board them; but they refused to be examined, alledging that they were in their own port. Immediately on the boat's return, Captain Foot sent an officer of marines, with a party, with orders, if they should continue to resist, to force the hatchways; which being effected, they were found laden only with merchandize.

Early in the month of November, the *Resolu* French frigate, of 32 guns, and 200 men, arrived in Mahé Roads; and at two in the morning on the 19th, sailed from thence in company with two merchantmen. At daylight, Commodore Cornwallis, who was at anchor in Tellicherry, discovered them in the offing, and made the *Phoenix* and *Perseverance* signals to get under weigh and pursue them. The *Phoenix* came up with the French frigate off Mangalore, and was hailed by her commander to know what she wanted? Sir Richard Strachan answered, that he had orders to board the merchantmen in company with her, and would send an officer on board to explain the reason. The boats were ordered to be hoisted out for this purpose; and while proceeding to board the merchantmen, were fired at by the French frigate, who soon after discharged a broadside into the *Phoenix*; an action ensued, and com-

tinned twenty-five minutes, when the *Resolu* struck, having twenty-five men killed, and forty wounded; among the latter, her first captain dangerously. The *Phoenix* had six men killed, and eleven wounded. Lieutenant Finlay, of the marines, was among the latter, who died soon after. Commodore Cornwallis ordered the *Perseverance* to conduct the *Resolu* into Mahé Roads, and leave her there; the French officers refused to have any further concern with the ship, saying, that she had struck to the *Phoenix*. The two merchantmen, on being searched, were suffered to proceed on their voyage, not having on board any stores contrary to the treaty.

The *Pandora*, of 24 guns, Captain Valentine Edwards, which was sent out in quest of Christian, and the other mutineers of the *Bounty*, on her arrival at Otaheite, secured sixteen of them, the rest had sailed some days before, but where was not known, neither have they been heard of since. On the *Pandora*'s return home on the 16th of August, she struck upon a reef of rocks in Endeavour Straits, and was lost. The crew (except thirty-three, and three of the *Bounty*'s men,) escaped to an island in the Straits. Captain Edwards sent an officer and some seamen in a small boat to the island of Timor, to procure a vessel to convey them to Coupang, from whence they proceeded to Batavia, and took their passage home in a Dutch ship.

In the month of Jan. 1792, the West India merchants voted a present of 500*l.* to Captain William Bligh, of the navy, for services rendered while on the West India station.

On the 30th of March, a court-martial was held on board the *Bedford*, at Portsmouth, on Lieutenant F.

Malcolm, commander of the Buss cutter, for cruelty and oppression. The charges being fully proved, he was sentenced to be dismissed the service; and rendered incapable of being again employed.

On the 1st of August, the West India islands were visited by a dreadful hurricane, which was most severely felt at Antigua; several plantations were entirely destroyed, and many vessels and lives lost.

On the 12th of September, a court-martial assembled on board the Duke, in Portsmouth harbour, to try Joseph Coleman, Peter Hayward, Charles Norman, Thomas Mackintosh, Isaac Morrison, John Milward, William Muspratt, Thomas Birkett, Thomas Ellison, and Michael Byrn, late seamen on board the Bounty armed ship, on a charge exhibited against them for mutiny, having run away with the ship, and deserted His Majesty's service. The evidence for the prosecution closed on the 14th, and the court indulged the prisoners till the 17th to give in their defence. The next day the court having taken the whole into their consideration, passed sentence of death on Hayward, Morrison, Milward, Muspratt, Birkett, and Ellison; the two first were recommended to mercy. Coleman, Norman, Mackintosh, and Byrn were acquitted. On the 29th of October, Birkett, Milward, and Ellison, were executed agreeable to their sentence, on board the Brunswick. Peter Hayward, midshipman, and James Morrison, boatswain's mate, were pardoned, and liberated at the request of the court-martial. Muspratt was respited during pleasure.

On the 25th of October, the Union packet-boat, of Dover, Captain Sutton, was lost off the harbour of Calais. The time of high-tide had been suffered to

pass, through some unexpected delay, and the vessel struck in coming out of the port. In endeavouring to turn her to windward she missed stays, and a fresh gale blowing at the moment, she was driven back, and dashed against the extremity of the southern pier. This accident was perceived from the vessels in the harbour; but the sea ran too high to send any boats to her assistance. The people on board were for more than forty minutes in a fearful situation, as they could not be drawn ashore without running the hazard of being crushed between the vessel and the pier. At length, from the repeated shocks, her broadside gave way, and she instantly filled and sunk. The crew and passengers, among whom were four English gentlemen, and several ladies, were all fortunately saved. It is 105 years since a similar circumstance has occurred; but it is no small addition to its singularity, that the same company embarked the next morning at Calais, on board the Pitt, Captain Sharp, and actually underwent a second shipwreck. The latter vessel was driven on shore at the back of the Northhead, in a violent gale; but, happily, not one person was lost.

Towards the latter end of September, Lord Macartney embarked on board the Lion, of 64 guns, commanded by Sir Erasmus Gower, and proceeded on his embassy to China, accompanied by the Hindostan East India ship, and armed brig.

On the 28th of January, 1793, Captain Bligh having accomplished the object of his voyage before mentioned, arrived at the island of St. Vincent in the West Indies, where he landed 300 bread-fruit plants in excellent order. Early in February the Providence and Assistance

arrived at Jamaica, and deposited the remainder of the plants, after which Captain Bligh returned to England. While he remained at the island of Otaheite he could gain but very imperfect intelligence of what became of the mutineers who had made off with the *Bounty*. See *Mariner's Chronicle*, vol. iv.

NAVAL TRANSACTIONS

FROM THE COMMENCEMENT OF HOSTILITIES WITH FRANCE.
IN 1793, TO THE PEACE OF 1802.

OCCURRENCES IN 1793.

Declaration of Hostilities.—Capture of the *Sans Culottes*.—Death of Lieutenant J. Western.—Capture of the *Dumourier*.—Of the *La Cleopatra*.—Success of the Channel Fleet.—Capture of *La Re-Union*.—The Allies take Toulon which is defended against the French.—Insults to the British Flag at Genoa; resented by the Seizure of *La Modeste* and *L'Impereux*.—Capture of *Le Lutin Brig*.—Operations in the West Indies.—Engagements with *La Concorde*, *L'Inconstant*, &c.—List of the Enemy's Ships burnt and taken.

HAVING now reached the interesting period when the National Convention of France declared war against Great Britain and Holland, February 2, 1793, for the satisfaction of our readers we shall enter into more copious details, and arrange the occurrences of each year under distinct heads (as above) for the sake of immediate reference.

The compliment which was paid by the convention of France was immediately returned by His Britannic Majesty, whose royal proclamation was issued to make reprisals of all French vessels.

Previous to this denunciation of hostilities, a small squadron had been sent by the English government for the defence of the Dutch province of Zealand, then threatened by the army of Dumourier, and, on their now actually entering Holland, a detachment of the guards was dispatched to her assistance, under the command of His Royal Highness the Duke of York.

This squadron being united with a force equipped by the States General for the same purpose, kept in check

a French flotilla at Dunkirk, and another at Antwerp, composed of gun-boats and a corvette, which latter they afterwards sunk in their retreat. A small squadron of gun-boats was also fitted out on the Bies Bosch by Lord Auckland, the English ambassador, at the expense of Great Britain: this flotilla manned by British seamen from our merchant ships in the Dutch ports, and commanded by Captain Berkeley, considerably annoyed the enemy, who, on the retreat of their army in the Netherlands, were compelled to evacuate the Dutch territory.

In the interim measures were taken for strengthening the forces at our different possessions, and two formidable fleets sailed from England, the one destined to act in the Channel and the other in the Mediterranean.

In order to create a serious distress by intercepting the enemy's supplies of grain, the commanders of our squadrons were also instructed to prevent all neutral ships from transporting corn to the ports of France:

On the 13th, His Majesty's brig *Scourge*, of 8 guns, and 70 men, commanded by Captain George Brisac, being on a cruize in the Channel, fell in with, and after an action of three hours, captured the *Sans Culotes* French privateer, of 12 guns, and 82 men, nine of whom were killed and twenty wounded. The *Scourge* had one man killed and one wounded.

On the 24th, Rear-admiral Gardner sailed from Spit-head for the West Indies, with a squadron of ships of war.

On the 21st, Lieutenant John Western, of the *Syren* frigate, who commanded the gun-boat, at the attack of the French batteries on the Moordyke, was killed. This gallant young officer had signalized himself the

preceding evening, by having surprised and driven the enemy from their batteries, and taken possession of their guns, which were carried and delivered to the governor of Williamstadt, from whom Lieutenant Western received public thanks for his brave and intrepid conduct. His Royal Highness the Duke of York, sensible of the merits of this young man, gave directions for his remains to be interred at Dort, with the highest honours; and ordered a monument to be erected to his memory, with the following inscription:

"To the lamented memory of John Western, Esq. lieutenant of His Britannic Majesty's frigate the Syren; and as a testimony of the gallant services performed by him, this monument is erected by order of His Royal Highness the Duke of York.

"Lieutenant Western, after distinguishing himself by his conduct and intrepidity with which he assisted the garrison of Williamstadt, (at that time besieged by the French) fell early in the career of glory, having been unfortunately killed by the enemy off the Moordyke, on the 21st day of May, 1793, in the 22d year of his age, in the service of his country, and in defence of Holland.

"His remains were deposited in this place, attended by His Royal Highness the Duke of York, by the officers and seamen of the royal navy; the companions of his meritorious exertions, and by the brigade of His Britannic Majesty's foot-guards in garrison at Dort."

The Prince of Orange as a mark of the high sense he entertained of the eminent services performed in the gun-boats, by Captain Velters Cornwall Berkeley, Lieutenants Halkett and Plampin of the navy, ordered

each to be presented with a medal, with a suitable inscription, value 500 guilders. The two latter on their return to England were promoted to the rank of master and commander.

Early in April, part of the squadron destined for the Mediterranean, sailed from Spithead, under the command of Rear-admiral Gell. Off Cape Finisterre, they fell in with, and captured, the General Dumourier French privateer, which had a few days before taken the St. Jago, Spanish register ship; she was retaken by the squadron, and both sent to England under convoy of the Edgar. On board the Dumourier were found 685 chests of dollars, besides some valuable packages to the amount of between two and three hundred thousand pounds. They were taken out and put on board the Edgar. On this ship's arrival at Portsmouth, all the treasure and other valuable articles were landed and conveyed to the bank of England in twenty-one waggon, escorted by a detachment of light dragoons. Some of the pieces of silver weighed 167 pounds each. The cargo of the St. Jago was estimated at one million sterling.

On the night of the 11th of April, the Bedford, of 74 guns, Captain Robert Mann, and Leopard, of 50 guns, Captain John Maude, fell in with each other off Scilly; the night being extremely dark, they either mistook or did not distinctly see each other's signals, and commenced a smart action; unfortunately the mistake was not discovered until several men were wounded on both sides.

On the 15th, Vice-admiral Cosby sailed from Spithead, with a squadron of ships of war, and a large fleet of merchantmen under his convoy.

Early in the month of May, Vice-admiral Hotham sailed from Spithead for the Mediterranean, with a squadron of ships of war; and on the 22d, Lord Hood followed with the remainder of the fleet destined to serve under his orders on that station.

Captain Jonathan Faulkner, in the *Venus* frigate, of 36 guns, and 220 men, being on a cruise off the Azores, gave chase to a French frigate, with which he came up and maintained a smart running action for some time; but Captain Faulkner observing another large French frigate bearing down to her assistance; he was obliged to cease firing and make sail from them.

On the 18th of June, at day-light in the morning, Captain Edward Pellew, in *La Nymph*, of 36 guns, and 220 men, being off the Start, fell in with, and after a severe action, which lasted with unabating fury for fifty-five minutes, captured *La Cleopatra* French frigate of 40 guns, and 320 men, commanded by M. Jean Muller, who was killed; three of his lieutenants wounded, and near 100 of the people. The *Cleopatra's* mizen-mast and tiller being shot away, she fell on board *La Nymph*. Capt. Pellew instantly gave orders to board her which were executed with great bravery from the quarter-deck, and struck her colours. *La Nymph* had the boatswain, four midshipmen, and eighteen seamen and marines killed. Mr. George Lake, second lieutenant; Mr. John Whitaker, of the marines; two midshipmen and twenty-three seamen wounded. The body of the captain of *La Cleopatra* was landed, and buried in Portsmouth church-yard; his surviving officers were permitted to attend him to the grave. *La Cleopatra* was taken into the navy and called *L'Oiseau*.

The Channel fleet, consisting of fifteen sail of the line, three of which were first rates, sailed from Spit-

head under the command of Lord Howe, on the 14th of July: but the admiral was soon induced, by the bad appearance of the weather, to seek shelter in Torbay where, on the 24th, he received intelligence, that an American ship had passed through a French fleet composed of seventeen ships of the line, ten leagues to the westward of Belleisle. Putting to sea on the following day, with the wind at west, he fell in with the *Eurydice* frigate, whose captain had received a similar account from the master of an English privateer, who added, that the French were supposed to have stationed themselves off Belleisle for the protection of a convoy from the West Indies. Lord Howe conceiving a re-inforcement of his fleet desirable, both to strengthen an attack upon the enemy, and to ensure the safety of our own merchantmen daily expected from Jamaica and the Leeward Islands, on his arriving off the Sound, dispatched the *Eurydice* to Plymouth with a request for two additional third rates, by which he was immediately joined; and, the wind veering to the north, stood away with his squadron to the westward. Having cleared Ushant, he altered his course to the southward and steered for the supposed station of the French fleet.

On the 31st of July, when he had nearly reached the latitude of Belleisle, the wind veered suddenly back to the N. and N.N.E. on which the fleet stood in towards the land on the larboard tack. At about two o'clock in the afternoon they descried the island in the E.N.E. and almost at the same moment discovered the enemy's fleet on the weather beam, standing by the wind on the starboard tack. At about five o'clock the enemy tacked to the N.E. bearing N.W. by W. their topsails appearing from the mast head, just above the

verge of the horizon. The British fleet continued standing in, till at the distance of about three leagues from the north end of the island, when they put about soon after six o'clock on the starboard tack, and the signal was made at the same time for all the ships to carry lights, and repeat signals during the night. The breeze being moderate, the rate of sailing by the wind never exceeded three knots an hour; and the next morning the wind lessened, continued to decrease, and fell entirely at noon.

During the earlier part of August 1, seventeen sail of the enemy were seen in the N.E. and afterwards a greater number; always nearly at the same distance, and too far off for the pursuers to make a correct estimate of their force. At seven o'clock in the morning the fleet was put on the larboard tack; but changed again to the starboard, as an alteration of the wind favoured the endeavour to approach the enemy, many of whom were seen from the deck towards noon. As the evening came on, a light breeze rising from the N.W. they steered directly for the French squadron; but on its shifting again to the N.E. the admiral hauled his wind to the northward during the night, in a direction parallel to the line of the coast, in order to get in with the more northern shore. The ships of the enemy, when last seen from the mast-head, amounted to twenty-one sail: two of their frigates, seemingly appointed for the purpose of reconnoitering the British fleet, advanced near enough for their hulls to be descried from the deck.

On the 2d of August, not a French ship was to be seen; but the master of an American informed the English, that he had the day before passed through the

French fleet, which he represented as consisting of seventeen sail of the line, and added, that a seventy-four gun ship had sailed in company with him from L'Orient the day before for the purpose of joining them. A French frigate, shut in by the English fleet between the Penmarks and the Saints, was driven this day on shore by the strength of the tide. August 3, two French ships were chased by the advanced frigates; but were too close to the shore to be intercepted in their retreat.

The unsettled state of the weather, which afterwards became very tempestuous, made Lord Howe anxious to disengage his squadron from the intricate navigation of this part of the coast, and induced him to haul his wind. Having from the freshness of the wind on the succeeding days, failed in an attempt to look into Brest, he again cast anchor in Torbay on the 10th. From this time to October the fleet was employed in conveying our trade.

On the 28th of September, during a severe gale and a large heavy swell, Captain Jones, of the Chesterfield packet, fell in with, and spoke the Maria, Captain Humphris, of London, bound to Newfoundland, out five weeks, and in great distress, her mizen-mast and main-top-mast carried away, her boats washed overboard, her stern frame stove in, six of her upper deck beams broken, and in a very leaky condition. The captain and crew in this dreadful situation, solicited Captain Jones to take them on board; but his boats having been washed overboard in the same gale of wind, in which the Maria suffered, there was no alternative to give these poor men assistance, but boarding her with the packet. Captain Jones accordingly determined to try what he could do at all risques, and was happy

enough to execute his plan with a good deal of success, by laying her on board on the larboard quarter, by which effort he took out the captain and five men; but two of the crew, in the great hurry and expedition in which it was executed were unfortunately left on board. Captain Jones, with the greatest humanity, made several unsuccessful attempts to release these unhappy men from their miserable situation; at length he ran close along-side the *Maria* and threw a rope on board, calling to the men to make themselves fast to it and jump over-board, which they executed and were hauled on board unhurt.

October 20, Captain James Saumarez, in the *Crescent*, of 36 guns, and 260 men, being off the Cape Barfleur, fell in with a French frigate, which, after a close action of two hours and twenty minutes, he compelled to strike. She proved to be *La Re-Union*, of 36 guns, and 320 men; 120 of whom were either killed or wounded. Notwithstanding such a severe and long contest, the *Crescent* had not a man killed or wounded. A large French cutter was in company, which at the commencement of the action made sail and got into Cherbourg. The *Re-Union* was purchased by government, and added to the navy. Captain Saumarez soon after received the honour of knighthood for his gallant conduct, and was presented by the merchants of London with a handsome piece of plate. Mr. Parker, first lieutenant of the *Crescent*, was promoted to the rank of master and commander.

On the 24th, the *Thames* frigate, of 32 guns, and 220 men, commanded by Captain James Coles, being in the latitude forty-seven degrees north, and longitude seven degrees west, at nine in the morning dis-

covered a French frigate, viz. L'Uriane, of 38 guns, and 320 men; at half past ten the Thames closed with her and commenced a brisk action, which continued until ten minutes past two, when the Frenchman hauled off and made all the sail he could set, leaving the Thames in too disabled a state to pursue her. The masts, yards, standing and running rigging of the Thames were so much wounded and cut to pieces, with several shot between wind and water, that Captain Cotes found it absolutely necessary to put before the wind to save the masts from falling overboard. Whilst they were refitting and getting the ship in a state to carry sail, three large ships hove in sight, bearing down with all sail set under English colours; the largest soon passed under the stern of the Thames, and poured in a broadside; upon which Captain Cotes consulted his officers, who agreeing with him in opinion that resistance would only expose the remaining crew to destruction, and every possibility of escape cut off; he hailed and informed the French captain that he had surrendered. The French frigates were La Carmagnole, of 42 guns, and 360 men, L'Uriane, of 38 guns, and 320 men; and another of 36 guns, and 300 men. The first took the Thames in tow, and anchored in Brest the next day. The loss she sustained, was ten killed; Mr. George Robinson, second lieutenant, Mr. George Norris, the master, and twenty-one men wounded,

On the 28th, two French luggers put into the island of Alderney, and landed about forty of their crew; the inhabitants not suspecting them to be enemies, were taken by surprise; consequently a serjeant, corporal, and twelve of the royal independent invalids, were

made prisoners; they were carried off with several cattle, sheep, &c.

On the 31st, the squadron under the command of Rear-admiral Macbride, in conjunction with the army under General Sir Charles Grey, sent to the relief of Ostend and Nieuport, obliged the French to abandon their situation before those places and retire to Dunkirk.

At the end of this month Lord Howe took the sea with a squadron composed of twenty-four sail of the line and several frigates.

On the 18th of November a squadron of French ships was discovered: six sail of the line, two frigates, a brig, and a schooner, were descried to windward from the mast head. These soon after bore down, probably to assure themselves of the strength of the English, till their hulls were distinctly seen from the deck. They were immediately chased, when they made off with all the canvas they could bear, in a very fresh wind from the S. and S. by E. carrying whole topsails with top-gallant sails set occasionally; while double reefed top-sails with top-gallant-sails upon them, were all the sail the British ships could support against the wind and sea. They were followed on the different tacks, to which they at times changed, during the rest of the day; but none of the squadron, except the *Latona* frigate, commanded by Captain Thornborough, came up with them before night. This officer gallantly ran along their line, in order to gain a station for leading the advanced ships of our fleet into action, under a repeated fire from four of their capital ships, which he returned at intervals in the hope of disabling their rigging. Unfortunately the wind, backing more round

to the eastward, shifted to the E.S.E. and E. soon after midnight; when the night growing extremely dark, and several of the advanced ships of the squadron being thrown by the alteration of the wind as much to leeward as they were before to windward, it was determined to keep the wind with the weathermost part of the fleet, in order to take advantage of this change to the eastward, in case any of the French ships should put about on the other tack, or be restrained from bearing up by the chasing ships to leeward holding a more western course. On the appearance of morning however, the disappointed pursuers saw nothing but an open sea. As the day advanced, it was perceived, that one ship of the line and three frigates, that were ahead and nearest the enemy at the close of the day, and four other ships of the line had separated during the night chase. Under these circumstances the admiral made a signal for re-assembling the fleet, though he was informed that one of the French ships of force, which could not be seen from the body of the fleet, was still in view ahead. This ship had been pursued by the Southampton frigate, till the signal of recal was given. The separation of this ship from the rest of the enemy's squadron made Lord Howe conclude, that the French had dispersed in the night, in order to facilitate their escape. During the remainder of the cruize they saw no more of the enemy, and the fleet again disappointing the expectation of the country, in the month of December, returned to port.

Such was the high opinion the admiralty had of the spirited conduct of Captain Thornborough upon this occasion; that on the arrival of the fleet at Spithead, Earl Howe received the following letter from the board,

which was ordered to be communicated to all the ships' companies.

" Admiralty-Office, Dec. 11th, 1793.

" MY LORD,

" In return to that part of your lordship's letter of the 30th past, stating the spirited conduct of Captain Thornborough, in the transactions on the 18th of the same month, and of the opportunity you had of observing the equal ardour shewn by the other commanders and captains of the fleet on the same occasion; I am commanded by my lords to signify their desire, that you should assure Captain Thornborough, and the other commanders and captains of the fleet, of their lordship's satisfaction in that testimony of their commendable exertions.

" I am, my Lord,

" Your lordship's most obedient,

" Most humble servant,

(signed)

PHILIP STEVENS."

" To Admiral Earl Howe."

On the 26th, Vice-admiral Sir John Jervis sailed from Spithead with a squadron of ships of war; having under his convoy, a fleet of transports with troops on board, destined for the West-Indies, commanded by General Sir Charles Grey.

December 1, Rear-admiral Macbride sailed from Portsmouth with a squadron of frigates and several transports with troops on board, commanded by Earl Moira, to make a diversion in favour of the Royalists on the coast of Britany and Normandy.

We shall now turn to the Mediterranean, into which

sea Admiral Lord Hood had been sent with a powerful armament.

The south, which alone had manifested a serious opposition to the then prevailing government of France, either suffered from its fury, or trembled at the approach of its avenging armies, when the fleet of Lord Hood appeared in the Mediterranean. The assurances he gave of the friendly views of Great Britain, won the confidence of the disaffected cities, and the force he brought with him invigorated the spirit of resistance.

As it was impossible to afford any effectual succours to Marseilles, then threatened by the republican forces; his assistance was confined to the protection of ships loaded with grain and destined for its relief; but to the citizens of Toulon, whose fleet and arsenal rendered it an object of the first importance, both to the hopes of the Royalists, and the interests of Great Britain, he promised all the support in his power, on condition of their giving an unequivocal proof of loyalty in the immediate acknowledgment of Louis XVII. The sections were not unanimous in their determinations, and the jacobinical party still retained a considerable influence; but a negotiation was carried on through Mr. Cook, a lieutenant in the fleet, who soon reported the triumph of the royalists, and the terms on which they were willing to receive the English into the place. The leading articles in this treaty were, that the town should be held by the English for Louis XVII. and the ships and forts restored on the conclusion of peace.

As it was necessary for the British to have possession of the forts which command the ships in the road before the fleet could venture to enter it, Lord Hood, on the 28th of August, disembarked 1500 men, under the

command of Captain Elphinstone of the navy, in order to take possession of the forts, which commanded the road. This party, protected by a detachment of the fleet, made themselves masters of the fort of La Malue without any molestation from the batteries, commanded by St. Julien, a declared jacobin. This man, who had been raised to the command of the fleet by the voice of the seamen, being advertised, that any vessel, which did not land her powder, and remove into the inner harbour, would be treated as an enemy, fled with the crews of seven of the ships. The remainder of the fleet did not expose themselves to the consequences of disobedience, but immediately complied with the British admiral's orders:

The sections of the town then made a convention with the republican seamen, who obtained four ships of the line to transport them to ports in the Atlantic, Lord Hood ratifying the agreement and giving them passes for protection.

Don Juan de Langara, a Spanish admiral, who was seconding the operations of his sovereign's army on the frontiers of France by a powerful squadron, soon joined the English, and through his means 3000 Spaniards were procured from the army of Roussillon. Detachments of troops also arrived from Naples and Sardinia; a reinforcement was expected from the garrison of Gibraltar, and 5000 men were promised from Milan.

On the 31st, the republican General Carteaux approached near to Toulon with about 750 men and ten pieces of cannon. To these was afterwards added the army of Italy; and the besiegers, when in their greatest strength, consisted, according to the reports of deserters, of between thirty and forty thousand men. On

the other hand, the strength of the place itself was small, and its security depended on the maintaining a great number of heights, commanding the town and harbours, which the allies unfortunately had not a sufficient force to defend against the repeated attacks of a numerous and enterprising enemy.

The first encounter, which a part of Carteaux's army had with a detachment of English and Spaniards, was not very encouraging to the republicans. Captain Elphinstone who was appointed governor of Fort La Malgue, having received intelligence, that some troops of the enemy had advanced to within five miles of the town, marched out to meet them. The French were posted in the village of L'Ollouillet, on the side of a steep hill, rendered difficult of access by a ravine, which had a stone-bridge over it, defended by two pieces of cannon. The windows of the village and the walls of the circumjacent vineyards were lined with musquetry, and two pieces of cannon were mounted in a ruinous fort. Captain Elphinstone was disappointed in his expectation of a reinforcement of French troops and some cannon, which were to have joined him from the town, and the force commanded by him amounted to but 300 English, and an equal number of Spaniards, entirely unsupported by artillery. Having waited a considerable time for the arrival of the reinforcement, and no signs appearing of its approach, the closing in of the evening compelled him to decide between a retreat, or an immediate attack; he did not hesitate which alternative he should embrace, but ordering two flanking parties, previously detached for the purpose of seizing on eminences to the right and left, to keep up a vigorous fire on the cannon at the bridge,

he commanded the main column to advance under cover of a stone wall to within 200 yards of the enemy; and when exposed to their fire, to rush forward with bayonets fixed. The attack was made with equal energy and success: the allies beat the enemy from all their posts, gaining possession of their carmon, ammunition, and standards.

Soon after this, Lord Mulgrave arrived from Italy, and at the request of Lord Hood, took the command of the troops, till the determination of the English government respecting the appointment of a governor should be known. Two days after his arrival, a detachment of Carreaux's army, which hung on the works of the allies, in order to harass the garrison, carried a post, defended by a party of Spaniards, and a small force of French national guards belonging to the town.

This advantage was of little consequence, for the enemy only anticipated the intentions of the English general, who had previously determined to order its evacuation; as it was discovered to be out of the line of defence. For some time they appeared occupied in pushing their patrols near the out-posts, and the allies remained on the defensive, rather than risk exhausting their small garrison by fatigue.

The allies were successful in most of their first operations, and the French sustained a very severe loss, in September, from an attack made on a height, from which the Spaniards had been expelled by the besiegers. This enterprize was conducted by Lord Mulgrave, and reflected the highest credit on the English arms; nor should the services of a corps of Neapolitans on this occasion, be passed over in silence; a detachment of these troops gave an example of gallantry, which could

not have been surpassed by the best disciplined, and most enterprising soldiers. The loss on the side of the British amounted to only one killed, and ten wounded; among the latter, Lieutenant Newnham, of the navy, who commanded in Fort Pomet; he died a few days after, and was succeeded by Lieutenant Tupper, of the Windsor Castle.

For the better protection in future of the outer road, and naval hospital, which had been exposed to these partial attacks from the enemy, it was found necessary to place a battery on the Hauteur de Grasse; for this purpose, three 24-pounders were, by the active zeal and great exertions of Captain Charles Tyler, Lieutenants Serecold and Brisbane, of the navy, with the seamen under their command, with infinite labour and extraordinary expedition, dragged up a very steep ascent.

On the 1st of October, the combined British, Spanish, and Neapolitan troops, under the command of Lord Mulgrave, Captain Elphinstone, and Rear-admiral Gravina, obtained a complete victory over the republican troops on the heights of Pharon, which consisted of near 2000 men, of whom 1500 were killed, wounded, and taken prisoners; the great loss sustained by the enemy, was chiefly owing to the precipitancy of their retreat, many having fallen over the precipices and broke their necks. The loss on the side of the combined forces amounted to eight killed, seventy-two wounded, two missing, and forty-eight taken prisoners.

On the night of the 8th, a detachment of British, Spanish, Neapolitan, and Piedmontese troops, under the command of Captain Robert Brereton, of the 30th regiment, with a party of seamen, under Lieutenant

Serecold, of the navy, surprised and carried by storm three strong batteries which the enemy had erected on Les Haut'ear des Moulins, and de Reinier; the situation of the ground made it impossible to bring off the guns and mortars; they were therefore spiked and rendered useless. Above 200 of the enemy were killed, wounded, and taken prisoners. On the side of the combined forces, four were killed and seven wounded.

On the 23d, Lord Hood was much surprised to receive a letter from Don Langara, acquainting him that on account of the valour and good conduct of Admiral Gravina, His Catholic Majesty had promoted him to the rank of lieutenant-general, and "had appointed him commander-in-chief of the combined forces at Toulon." This Lord Hood very properly resisted; the town and its dependent forts, were yielded to the British troops entirely to his lordship's disposal, or to act under whatever British officer he might judge fit to appoint. He therefore felt it his duty to put the Sardinian and Sicilian troops, together with the British, under the command of Major-general O'Hara, who had arrived on the same day with a commission to be governor of Toulon and its dependencies.

The menacing position in which Don Langara placed his fleet, consisting of twenty-one sail of the line, under the pretence of moving into more convenient births, gave strong reasons to suspect he meditated an attack on the British admiral, whose force at that time in the harbour of Toulon was only ten sail of the line. This proved nothing more than a gasconade; though Don Langara sought frequent opportunities to entice Lord Hood to a rupture, by the improper proposals which he frequently made, and the dissatisfaction shewn at

the unequal partition of power between the commanders of the two nations; all of which Lord Hood resisted with becoming firmness and resolution.

On the evening of the 15th of November, a large body of the enemy made several vigorous attacks on Fort Mulgrave, situated on the heights of Balaguier, which covered the town and harbour of Toulon, in all of which they were repulsed by the spirited exertions of Captain Duncan Campbell, of the royalists, who commanded the detachment in the fort. The enemy's loss was very considerable, amounting to about 600 men killed and wounded; on the side of the combined forces only sixty-one; among the wounded were Captain Campbell, and Lieutenant Lemoine, of the royal artillery.

On the 30th, the enemy having erected and opened a battery against the post at Malbousquet, from which shells would reach the town and arsenal, Governor O'Hara was determined to attempt to destroy it, and bring off the guns: accordingly, at four o'clock in the morning, a corps of 2300 men, consisting of the combined forces, under the command of Major-general David Dundas, marched from Toulon, surprised and completely carried the redoubt. But the ardour and impetuosity of the troops, (instead of forming on the height where the battery was raised, as they were particularly ordered to do,) led them to rush after the enemy near a mile on the other side, in a very scattered and irregular manner. In consequence of which the enemy collected in very great force, and compelled the combined forces to retreat with considerable loss. Governor O'Hara was involved in the unfortunate consequences of this defeat, and made prisoner by the enemy.

Having been wounded in the arm, he was attempting to return, supported by two soldiers, when growing faint from loss of blood, and finding it impossible to proceed, he insisted on their leaving him, and providing for their own safety.

At this time the enemy was increased to between thirty and forty thousand men: while the force of the allies consisted but of eleven, 4000 of whom were rendered incapable of performing their duty by sickness. The troops fit for service were harassed by severe fatigue, occasioned by the occupation of a great extent of posts. Batteries were erected against many of the works still in their possession, and every thing announced the melancholy certainty of a speedy and successful attack. This was not long delayed: on the 17th of December, the French carried by storm a fort erected by the allies, on the heights of La Grasse, entering it without much opposition, on the side defended by the Spaniards. This post, after being annoyed for three days by discharges of shot and shells which made a considerable slaughter among the troops, was at last stormed by three numerous and massy columns of the enemy, reported to consist each of 5000 men. The British soldiers and seamen did not abandon the quarter in which they were stationed, without making as firm a resistance as their situation would allow; but the French, with their usual quickness and ingenuity, took advantage of the ill construction of the fort, and directed their march so skilfully, as to elude the fire from the works: and the besieged were obliged to weaken their own defences, and cut down the embrasures, in order to bring their guns to bear. The enemy, instead of following up their success, retired for a considerable

time, after demolishing the greatest part of the works; but the consternation which had pervaded the Spanish and Neapolitan troops, rendered the recovery of the post impossible; and another attack, on the same day, drove the allies from a most important position on Mount Pharon. The besiegers, by obtaining possession of the heights of Le Grasse, gained the entire command of the inner harbour, which the combined fleet quitted the following night, and anchored in the outer road.

The town and inner road were now completely commanded by the shot and shells of the enemy, whose troops overhung the city on different sides, appearing every moment ready to break in, with a force, which no hope could be entertained of resisting with success. Within, the royalists were in the utmost dismay, the jacobins were ripe for revolt, and a great part of the force of the allies in a state of despondency.

At this crisis, a council of war was summoned. The necessity of evacuating the town was admitted by all parties; but a short discussion arose respecting the possibility of rendering a post at Cape Sepet capable of affording protection to the anchorage in the outer harbour; a project however, which the engineers, on being consulted, pronounced impracticable. The next determination taken, was to destroy the French ships in dock, and the naval stores, which passed without opposition, though the Spaniards were known to be adverse to its execution. It was agreed, from evident motives of policy, to conceal the resolution taken for abandoning the place, as long as possible, and to defer the destruction of the ships and stores till the last. It was at the same time determined, that the French ships ready for sea should sail out with the allies, under the

command of Admiral Trugotte, a decided royalist; and the principal exertions should be made, on the evacuation of the place, in carrying off those of the infantry who were not rendered them obnoxious by their conduct. In the mean time, such means as were possible for escape, incidental to the operations, were inevitable, though the principal object was to avoid any such expedients. These were to be made use of by the merchantmen, and the fleet was to be ready to receive them, and to be able to retreat, if necessary, to the sea.

The troops retired from such posts, as were not important to evacuate, without much opposition from the enemy; but many of the Neapolitan troops quitted the works entrusted to them without orders; and those, who still remained at their posts, were no secret of their intention of abandoning them on the enemy's approach.

On the morning of the 1st, the sick and wounded, and the British field artillery, were sent off, and more of the posts evacuated. The orders given for the retreat were, that the troops should march out at night, and take to their boats under the guns of Fort la Malgue, still in their possession. In the mean time, Lord Hood had appointed a naval detachment to burn the French ships and stores, consisting of an armed English and Irish force. Admiral Langara had undertaken the destruction of the ships in the inner basin, and three Irish gun-boats were to co-operate with the En-

The only assistance, however, derived from the Spaniards, was the service of a mortar-boat, the crew of which fairly shared the dangers and labours of the night. The flotilla consisted of the Vulcan fire-ship, the Alert sloop, the Swallow tender, three English gun-boats, and the Spanish mortar-boat. The direction of this enterprise was volunteered by Sir Sydney Smith, who had lately joined the British fleet, and who proceeded at night to the arsenal to execute Lord Hood's orders. The signal for him to begin the conflagration was not to be given, till the allies had commenced their retreat. This they could not effect by the natural route through the gate of Italy; for the fort of St. Catharine, which is within musquet-shot of part of the road, by which they must have passed, had been abandoned by the Spaniards without orders, and was now possessed by the enemy. But retiring through a sally-port, they gained an advanced part of the road, reached La Malgue without accident, and formed on the rising ground of the peninsula. Boats were in readiness, the sea was calm, and the embarkation commenced under the most favourable circumstances.

While Lord Hood remained at Toulon, he kept such ships of his fleet as were not necessary for the protection and defence of the place actively employed. Rear-admiral Gell was sent with a squadron to clear the port of Genoa of the French: he there seized *La Modeste*, a frigate of 36 guns, and 300 men, with three gun-boats. *L'Imperieux*, a fine French frigate of 40 guns, took shelter in Aspeccio Bay, where she was sunk by her crew, and afterwards weighed by a detachment of the squadron under Admiral Gell.

Agreeable to his charge, Sir Sydney Smith had made his preparations at the arsenal. This is a large hollow building, part of which stands on the shore, and is composed of great magazines, and store-houses, the other sides are built on solid piers, standing in the water; the walls contain two areas, which are wet-docks, and at this time were full of ships; the two exterior sides of the largest compartment are composed of small store-houses, containing materials for the particular repair of each ship.

Sir Sydney Smith on his arrival, found the dock-gates well secured, though the workmen manifested their hostile intentions, by substituting the tri-coloured for the white cockade; and 600 slaves aboard a galley, all of whom were either unchained, or employed in freeing themselves from their irons, seemed bent on resistance. As he was unwilling to deprive these men of their only chance of escaping the dangers, which threatened them, he gave them no interruption, and only took the precaution of pointing the guns of the *Swallow*, so as to enfilade the quay, on which they must have landed in order to attack him. During these preparations on the part of the English, the enemy kept up a cross fire of shot and shells from Malbousquet, and the neighbouring hills: but this, far from having the intended effect, powerfully seconded the operations of the seamen by contributing to keep the galley slaves in awe, and confining the jacobinical party in the town within their houses; while, on the other hand, the sailors, instead of being confused by the fire, pursued their work with steadiness, and distributed their combustibles without much interruption from the enemy's efforts.





Meanwhile a great multitude of the besiegers kept drawing down the hill towards the dock-yard wall, animating each other's enthusiasm by shouts, and republican songs; and, as the night closed in, approached so near, as to pour in a quick but irregular fire of musquetry as well as artillery. But discharges of grape kept them at bay, and prevented their advancing near enough to discover the weakness of the English force. Other precautions were necessary to guard against the jacobins within; as a defence against these, a boat was so stationed as to flank the wall on the outside; and within, two field pieces were pointed against the wicket, usually frequented by the workmen. The fire-ship, which was not ready, when Sir Sydney Smith began his preparations, was now towed into the great arsenal, and immediately placed by her commander, Captain Hare, across the tier of men of war lying there. Her arrival promised to ensure their destruction, and the additional force of men and guns contributed to keep the galley slaves in subjection. Their murmurs and tumultuous debates, which at intervals reached the ears of the English, now ceased, and no sound was heard among them, but the noise of the hammer clanking against their irons, from which they were eagerly striving to free themselves.

As soon as the governor's signal was made, for which Sir Sydney Smith was anxiously waiting, the combustibles were lighted, and the flames rose rapidly, though the stillness of the air was unfavourable to the diffusion of the fire. The blaze of light rendered the English distinct objects of aim, and made the enemy redouble their discharges. But the Vulcan having been now fired by Captain Hare, her guns, which were on

both sides pointed towards the places most likely to be forced, going off, as the flames reached them, checked the advances of the enemy; but their shouts and republican songs continued to be heard, till they, as well as the British, were terrified into a momentary cessation of hostilities by the sudden and tremendous explosion of a powder ship, lying in the inner road. The violence of the shock, and a shower of flaming timber, threatened to overwhelm the whole flotilla; but fortunately only one gun-boat, and one of the ship's boats were destroyed: both were blown to pieces: in one, an officer and three men perished; the whole crew of the other were picked up alive. Lord Hood had committed the charge of this and another ship, which contained the powder of the French fleet, to the Spanish troops; but the party, to whom this duty was entrusted, in their eagerness to finish their part of the perilous task, set them both on fire, instead of scuttling and sinking them, according to their orders. This accident however, instead of having the consequences, which might have been expected, while it did little damage to the English flotilla, fortunately contributed extremely to appal the enemy, who only saw the terrific effects, without being conscious of their cause, and knew not what other dangers of a new and horrible nature might be in store for them. The flames appearing to spread, the English hastened to fire the enemies' ships in other places, having first taken in a guard, formed from the royalists, and commanded by Lieutenant Ironmonger, which had remained at the dock-gates till the last, and long after the Spanish guard had been withdrawn. These were brought off by Captain Edge of the Alert,

who having saved all the detached parties to a man, closed the retreat.

The Spanish officers, who had been detached to burn the ships in the bason before the town, returned, and reported, that various obstacles had prevented their entering, and the attempt was now made by the English boats, and the Spanish mortar boat: but it was too late: repeated volleys of musquetry from the flagship, and the walls of the Batterie Royale, the cannon of which had fortunately been spiked in the retreat of the allied troops, rendered their attempt to put the boom across the bason ineffectual, and compelled them to desist from their enterprize.

In the mean time, the unfortunate royalists had been embarking at the quays. The apprehensions they were under, from the terrorists within, and the assailants from without, were so violent, that many, in their anxiety to escape the dangers, that surrounded them, crowded with such eagerness into the boats, that some of them sunk, and many of these unfortunate people perished in the water.

Having received on board several unfortunate fugitives who had escaped the rage of the republican party, the English flotilla bent their course towards the inner road, in order to burn the *Héros*, and *Thémistocle*, two 74 gun ships, hitherto inaccessible by boats, as the latter, which was a prison ship, was in the possession of those who had been confined in her, and who, being superior in numbers to the English, had shewn a determination to resist their attempts. But the surrounding conflagration, and still more the explosion of the powder-ship, had completely intimidated them, and they gratefully embraced the offer of being landed in a place

*Cut out of Genoa and out of Speccia, by Admiral Gell's
squadron.*

L'Imperieux 40 La Modeste.....36

Blown up by the Spaniards at Toulon.

L'Iris 32 Le Montreal 32
powder magazines.

Burnt by the Sardinians.

La Victoire.

Burnt by the English.

L'Auguste.....24 La Caroline 24

*Set on fire, but not so effectually as to prevent their being
repaired by the enemy.*

Le Commerce de Bourdeaux, a 74 gun ship on the stocks.
A frigate on the stocks.

L'Iphigénie.....43 La Sérieuse.....36

L'Alert.....18

The embarkation of the allies having been completed,
the squadron steered for the islands of Hieres.

We shall now take into consideration the several
other circumstances that passed in these seas during the
time that Toulon was in our possession, which the un-
interrupted series of events, at that place, has hitherto
rendered it impossible to detail.

Two squadrons had been detached by Lord Hood from Toulon roads for very different purposes: the one against Corsica, which returned unsuccessful; the other, commanded by Admiral Gell, against the ports of Leghorn and Genoa, who, under the mask of neutrality, had for some time pursued the most marked system of hostility, that could be adopted by any state; not positively in arms. The neighbouring provinces of France were supplied from Leghorn with grain, and their armies with stores, while a small supply of bullocks was positively refused by the government to the English fleet, till their ill-will gave way to their apprehensions of the consequences.

They gave besides other unequivocal proofs of hostility, and became a party to the violence of De la Flotte, the French minister, who, under their authority, sequestered a quantity of corn, purchased for the support of Toulon, seized several papers belonging to agents employed in this business, and imprisoned two of the merchants. Lord Hervey, the British minister, could not, till after repeated requisitions, either procure an assurance, that the grain, which was sequestered under the seal of government, should not be put into De la Flotte's own power; nor could he obtain the release of the two merchants, who, though under the protection of the King of England, as inhabitants of Toulon, had been most unjustly imprisoned. Lord Hervey at first confined himself to these limited demands, as he was not positively certain whether the corn had really been purchased by order of the convention (as De la Flotte asserted), or on account of the inhabitants of Toulon. A short investigation proved, that the French minister had been guilty of a gross misrepresentation.

The most undoubted evidence demonstrated the falsehood of his statement; and a commission for the purchase of the grain was produced, signed by deputies from the sections of Toulon, and dated from Lord Hood's own ship. Upon this Lord Hervey demanded, that the sequestration should be taken off, and the grain suffered to be transported to its lawful owners. This requisition was of little effect: sometimes an obstinate silence was preserved by the court; and sometimes he was baffled by artful delays and evasions. In the mean time he received intelligence, that Tilly, the French *Chargé d'Affaires* at Genoa, had hired two ruffians, who were to seize the principal agent for the purchase of the corn, and carry him on board a republican frigate. Such being the unwarrantable conduct of the court of Leghorn, and iniquitous plans of the French ministers, his lordship was determined in conjunction with Admiral Gell, to demand the immediate expulsion of De la Flotte from the Tuscan territory, and to support this requisition, he threatened speedy hostility from the fleet, in the event of a refusal. The Grand Duke, finding it vain to attempt any remonstrance, declared he would make the necessary dispositions for the dismissal of the French minister. New delays were however interposed; the corn was not restored, De la Flotte remained, nor did there appear any inclination in the government to enforce his departure.

The admiral having determined on the most vigorous measures, should the court be still inclined to trifle with the demands of the minister, Lord Hervey presented himself suddenly at the palace, and having obtained admittance to the presence of the Grand Duke, expressed to him in strong terms the danger of any farther pro-

crastination. The prince unaccustomed to such remonstrances, retired in confusion, without giving an explicit answer.

Captain Robert Linzee was appointed a commodore, and dispatched to Corsica, at the pressing solicitation of General Paoli to Lord Hood for assistance. On the 21st of September, the squadron entered the Gulf of St. Fiorenzo; on the 39th, before day-break, the ships brought up in their stations, and opened a heavy cannonade on the redoubt of Fornili; which continued without intermission till near eight o'clock; at which time no visible impression had been made on the enemy's works; and the ships (particularly the *Ardent*) were so much damaged, and also exposed to a heavy raking fire from the town of Fiorenzo, from whence Commodore Linzee was given to understand he was out of range of shot; together with the want of co-operation on the part of the Corsicans, who had promised to storm the posts on the land side; that he was compelled to retire with the squadron out of the reach of the enemy's fire. The loss sustained by the squadron amounted to sixteen killed, and thirty-nine wounded. Commodore Linzee sailed from hence to Tunis, in order to seize on a French ship of 74 guns (*Le Duquesne*), and some gun-boats which were lying there; but on his arrival he found the Bey would not permit the neutrality of his port to be violated.

In May, the *Isis*, of 32 guns, and 220 men, commanded by Captain George Lumsdaine, fell in with, and engaged *Le Médée* French frigate, of 38 guns, and 300 men; the action was maintained with great bravery for a considerable time; when the *Isis's* fore-mast fell over-board, of which the enemy availed himself and

made off; the wreck, and otherwise crippled condition of the *Isis*, precluded all possibility of Captain Lumsdaine pursuing him. On board the *Isis*, the master and six men were killed; Lieutenant Bennet and twenty-three wounded.

On the 21st of October, Captain Horatio Nelson in the *Agamemnon*, of 64 guns, and only 345 men at quarters, the rest of her crew being absent at Toulon, and in prizes, fell in with and attacked four French frigates and a corvette. A brisk firing continued for near four hours, when the enemy hauled their wind and made off. The *Agamemnon*'s masts and rigging were in too disabled a state to hazard a pursuit.

The *Eagle*, an English frigate, commanded by Capt. Inglefield, who had been sent on a diplomatic mission by Lord Hood, was preparing to quit the harbour of Leghorn towards the end of July, when the *Modeste* and another French frigate made immediate dispositions to follow her, and would certainly have attacked her, had not Captain Inglefield suspended his departure.

Soon after a greater outrage was offered. A *Tartan* from Marseilles, at the time this town was in arms against the National Convention, and was protected in her resistance by Great Britain, was seized by the republican force, then in the harbour, and plundered of a great quantity of letters and papers. These were carried to the house of the French *Chargé d'Affaires*, and the captain of the vessel put in irons. A still more flagrant proof of the unjust partiality of the republic occurred in the month of September. The *Rose*, an English cutter, was followed on leaving the port by two gun-boats, having 300 men on board; the one towed by the shallop, the other by the long boat of the Mo-

deste; to escape these, she was obliged to return and seek protection in the harbour. On sailing a second time, she was again compelled to return, by the knowledge of her enemies lying in wait for her behind a promontory.

The first act of Admiral Gell, after all remonstrance had proved fruitless, was a severe retaliation on the enemy. *La Modeste* was taken by the *Scipio*, a 74 gun ship, in the harbour of Genoa; and, *L'Imperieux*, another French frigate was seized in the Gulf of Spezia, under the guns of Fort Santa Maria. This ship had been abandoned by the crew, on the approach of the English, and many effects belonging to her had been deposited in magazines on shore, and the keys delivered into the hands of commissaries of the Genoese republic: but the English, determined not to respect the territory of a state, that shewed no respect for them, disembarked, forced the gates, and plundered the stores.

The several insults offered to the British flag having been thus revenged, our minister required the dismissal of Tilly, who had encouraged the proceedings of the French captains, and who purchased and sent contraband stores to the army of Italy. He enforced his demand with strong menaces of the hostility of Great Britain, should his requisition be refused; and Admiral Gell, on the Genoese government, resisting the demand, took immediate measures for the blockade of the port.

Orders however were given for the suspension of the blockade, the moment the state should send deputies to treat with the English commissioners; and, in fact, Lord Hood did not again resort to hostile measures, though

Genoa continued to receive Tilly as the accredited minister of the French republic.

After the evacuation of Toulon by the allies, some few merchant vessels fell into the possession of the enemy, under the idea of sailing into a friendly port, and the Juno frigate, commanded by Captain Hood, narrowly avoided a similar fate. The account of her escape deserves particular mention, as it affords a strong instance of the magnanimity and steadiness of our brave tars. Captain Hood sailed into the road at night, and not seeing the allied fleet, conceived, they had removed into the interior harbour. On this presumption he absolutely entered the inner road, where the frigate struck on a shoal; she however luckily got stern-way from a breeze, which came down the harbour, and only the after part of her keel remained aground. At this moment a boat came off from the shore with some men and two officers, who, on coming on board, kept up the delusion of the English, and attempted to decoy them into another branch of the harbour, where the ship could be more easily secured. The remark of a midshipman, who discovered their national cockades, fortunately put an end to the deceit. The Frenchmen finding themselves discovered, exclaimed, "*Soyez tranquilles ! les Anglais sont des braves gens, nous les traitons bien : l'Amiral Anglais est sorti, il y a quelque temps.*" In the midst of the consternation this discovery inspired, Mr. Weobly, the third lieutenant, observed, that if the ship could be got under sail she might yet be saved. Captain Hood immediately profited by the hint: in an instant the Frenchmen, who shewed a disposition to resistance, were forced below; a great number of Maltese seamen on board, who were

going out to join Lord Hood's fleet, were sent between decks to avoid the confusion, which must otherwise have arisen from the difference of languages; every man was in an instant at his post, and every yard braced ready for casting. A favourable flow of wind assisted them; the ship started from the shoal, and a breeze gave her way: she had scarce got under sail, when a brig, which lay near her, and soon after all the batteries began to cannonade her; but the wetness of the weather luckily deadened their fire, the wind still favoured her, and she escaped with scarcely any injury, after retaliating upon the last fort she passed in clearing the harbour.

The Hussar frigate, of 28 guns, commanded by Captain Rupert George, was the only ship attached to the North America station. The Severn, of 44 guns, Captain Paul Minchin, and the Alligator, of 28 guns, Captain William Affleck, were appointed to protect the trade to and from Quebec. The latter, on her arrival at Halifax, was ordered to proceed, in conjunction with Brigadier-general Ogilvie to the reduction of the islands of St. Pierre and Miquelon, on the coast of Newfoundland. On the 14th of May, Captain Affleck arrived off the islands, and having landed the brigadier-general with the troops from the transports, consisting of the 4th and part of the 65th regiment; sent a summons to the French commandant to surrender the islands at discretion, as terms of capitulation would not be admitted; with which he instantly complied; and possession was taken of them by the British troops. Eighteen small vessels with fish, and two American schooners were taken in the harbour.

Vice-admiral Sir Richard King commanded the squadron at Newfoundland.

The *Pluto*, of 14 guns, Captain Morris, captured, after an action of forty-five minutes, *Le Lutin* French brig privateer, of 16 guns, and 70 men, three of whom were killed, and four wounded. The *Pluto* had not a man killed or wounded.

In the month of July, Captain Courtenay, in the *Boston*, of 32 guns, being on a cruise on the banks of Newfoundland, received intelligence that *L'Ambuscade* French frigate, of 38 guns, and 300 men, was at anchor off Sandy Hook. Captain Courtenay immediately proceeded off that place, and on the 31st he got sight of her. By way of a decoy, Captain Courtenay, stood in with French colours hoisted; the French captain believing the *Boston* to be one of his comrades, sent out a boat with an officer, who was detained and the boat sunk. The French commander soon discovered the stratagem, got under weigh and stood to sea. The frigates were not long before they were close alongside of each other, when a severe and bloody action commenced and continued for above two hours, both ships being dreadfully crippled, the mutually separated, the *Ambuscade* steering for New York, and the *Boston* for Newfoundland. Captain Courtenay fell towards the close of the action; Lieutenant Butler, of marines, was also killed by the same shot; besides these, eleven men were killed and thirty-seven wounded. To add to the disparity, the *Boston* had an officer and eleven seamen on board a prize.

We shall now take a view of our operations in the West Indies.

Fort Castries in the island of Tobago was stormed by a force under the command of General Cuyler, though defended by a garrison fully equal in number to the assailants. The whole island fell into our possession.

But an attack on Martinique, directed by Major-general Bruce, was not equally successful. This attempt was founded on a hope of support from the French royalists, who deceived the expectations of the English, and the detachment, which had been disembarked, too weak to effect any thing alone, was compelled to abandon the enterprize.

Commodore Ford, who commanded the squadron at Jamaica, on the 19th of September, in conjunction with Major-general Williamson, took possession of Jeremie, on the island of St. Domingo, at the intercession of the French royalists; and on the 23d, Cape Nichola Mole followed its example. "No time was lost," says the commodore in his public dispatches, in landing the artillery and stores, and, as the weather was suspicious, the anchorage bad, and a heavy sea setting in, I judged it best to quit the bay in the evening, there being no danger to be apprehended from the naval force of the enemy; and, in order to give Colonel Whitelocke an opportunity to secure himself as soon as possible, I directed Captain Rowley, of His Majesty's ship *Penelope*, to take the *Iphigenia*, *Hermione*, and *Spitfire* schooner, under his command, and proceed to Bay des Flamands, near St. Louis, on the south-side of the island, and endeavour, by way of a diversion, to take or destroy some merchant ships that were to remain there during the hurricane months, and I proceeded myself, with the *Europa*, *Goelan* brig, and *Flying Fish* schooner, toward

the Mole, with Major Carles, a French officer, belonging to the town of the Mole off Cape St. Nicholas, who had been captured, and carried into Nassau by a Providence privateer, and afterward sent by Lord Dunmore to Jamaica, where he arrived the day before the squadron sailed, with letters to the governor and myself. Upon examination of the major, it appeared that the garrison and inhabitants would surrender themselves to the arms of Great Britain, provided a certain number of troops could be sent to support them; and it was agreed that I should carry him up in the Europa to Jeremie, and when the troops were landed, to send him with a flag of truce to the Mole to sound their dispositions, and then for him to return to Jamaica and fix on the plan; but, as I found at Jeremie that a speedy attack on the Mole was meditated by the civil commissaries, I thought it would be most conducive to His Majesty's service to proceed there myself, in order to give all possible countenance to the mission; and, in consequence, I sent Major Carles, on the evening of the 21st, on board the Flying Fish schooner, to be landed in the night at a certain spot, and directed the Goelan to keep between the Flying Fish and Europa, to give him support if necessary. Soon after day-light, a signal that an enemy was in sight, was discovered on board the Flying Fish, and, upon the Europa opening the south point of the Mole, several armed vessels were seen in chase of her, but which returned to the town immediately; by which circumstance Lieutenant Prevost was enabled to join me, and from whom I was informed that the major, with three other French gentlemen, a midshipman, and boat's crew, had been taken in landing by an armed schooner,

and carried to the town, from which I drew a conclusion not very favourable to our views, and the day passed in silent apprehension for the major's safety ; but about five p. m. a gun was fired from Presqu'île, and, with joy, I discovered a private signal, which I had previously concerted with the French officer ; on which I approached the battery as near as possible, under the necessary precautions, and, about nine o'clock, a boat came off with several officers belonging to Dillon's regiment, with professions of friendship and fidelity to the King of Great Britain ; at the same time assuring me that, unless they received immediate support, all would be lost ; that the blacks and mulattoes at Jean Rabel, amounting to eight or ten thousand, were expected every hour to attack them ; that the inhabitants, from severe duty and extreme misery, were divided and relaxed into despondency, and in contemplation to fly to America, and that their goods were embarked in the vessels in the port for that purpose ; that the troops of the line (through the intrigues of the several commissaries) manifested strong symptoms to a general mutiny, and that they had sent fifty-five mutineers of Dillon's regiment to Charlestown the day before : from these circumstances I evidently saw that no time was to be lost, and I determined, from that moment, to try what could be done with the force of the squadron ; to which end I sent the officers on shore to get the capitulation signed (it being exactly the same as that of Jeremie, with the addition of the last article respecting the officers and troops of the garrison) with which they returned soon after day-light in the morning, and having publicly accepted it on the quarter-deck, with *Vive le Roi*

d'Angleterre! and three cheers on each side, I proceeded to the anchorage without hesitation, hoisted the British flag on several batteries, and took possession of the town and its dependencies (the parish of Bombarde and platform included) in the name of His Britannic Majesty, with the marines of the Europa, commanded by Captain Robinson, an officer of distinguished merit and abilities in his profession, and whom I have directed to act as brevet-major for the present, in order to give him superior rank to the late commandant, till General Williamson can make the necessary arrangements; holding 200 seamen in readiness to land if necessary, at a moment's warning; and I have the satisfaction of informing their lordships, that we are in full possession of the finest harbour in the West Indies, guarded by batteries incredibly strong. An account of the ordnance, ammunition, and military stores in the magazines, you will receive herewith.

"I cannot conclude my letter without expressing my approbation of the firm and regular conduct of the officers, seamen, and marines of the squadron under my command, particularly Captains Gregory and Wolley, whose zeal and attention have been unusually conspicuous on this occasion: and I should be wanting in justice to the officers and troops of the garrison, if I did not state their merit in having so long resisted the dangerous principles of the civil commissaries, and maintained with firmness and energy, those of a monarchical government, which no persuasion could shake."

On the same day the frigates of the squadron entered L'Islet and Flemande Bay, and captured ten sail of merchantmen, chiefly laden with coffee, indigo, cotton, and sugar.





In May, the *Hyæna*, of 24 guns, and 160 men, commanded by Captain William Hargood, being on a cruize off Hispaniola, fell in with *La Concorde* French frigate, of 40 guns, and 320 men; after a severe and bloody conflict, in which the *Hyæna* was dreadfully shattered, her first lieutenant, and many of her crew killed and wounded, Captain Hargood was obliged to surrender.

On the 25th of November, the *Penelope* and *Iphigenia*, of 32 guns each, commanded by the Captains Rowley and Sinclair, fell in with and captured, after a few broadsides, *L'Inconstant* French frigate, of 36 guns, and 300 men, four of whom, with her first lieutenant, were killed; the captain and twenty wounded. The *Penelope* had one man killed and seventeen wounded.

On the 1st of December, His Majesty's packet the *Antelope*, on her passage from Port Royal to Europe, was chased off Cumberland Harbour, on the island of Cuba, by two French privateers; upon which she bore up for Jamaica. One of them outsailing the other, continued the chase, and lost sight of her companion. About four o'clock in the afternoon, being little wind, she rowed up to the packet, and exchanged a few shot, which she continued to do at intervals the greater part of the night. At five o'clock the next morning it was almost calm, when the privateer rowed up alongside the *Antelope*, grappled and boarded her, but was repulsed with considerable slaughter. In this attack, Mr. Curtis, her commander, was killed, with the steward and a French officer; Mr. Mitchell, the mate, was shot through the body, and three seamen wounded. The command devolved on the boatswain, who, with the few brave men that were left, assisted by the passengers,

repulsed the enemy in repeated attempts to board. - At last observing that they had cut the grappling ropes, and were attempting to sheer off; he ran aloft and lashed the enemy's square sail-yard to the Antelope's fore shrouds, and poured in a few well-directed volleys of small arms; they immediately called for quarter and surrendered. She proved to be *L'Atalante*, a schooner of eight 3-pounders, and sixty-five men, fitted out at Charlestown. She had eight men killed and nineteen wounded. The Antelope mounted six 3-pounders, and was manned with twenty-three men, of whom three were killed, and four wounded. As a reward for the gallantry of the crew, the House of Assembly at Jamaica voted the sum of 500 guineas to be distributed in the following manner :

To the widow and family of Mr. Curtis, her commander, 200.

To Mr. Mitchell, the mate, 100.

To Mr. Pasco, the boatswain, ditto.

To the rest of the crew, ditto.

Captain William O'Bryen Drury, in the *Squirrel*, of 24 guns, having received intelligence that two French ships had taken shelter under a Portuguese fort on the coast of Africa, ran down and boarded them; but when Captain Drury was about to carry off his prizes, the Portuguese governor would not permit it, and fired upon the *Squirrel*, which was returned, but without effect; the fort being too strong for Captain Drury to contest the point, he was obliged to retreat.

In the East Indies all the small French factories were seized, and the town of Pondicherry taken by General Brathwaite.

The following is a list of the enemies' ships lost, taken, or destroyed during this year.

L'Ariel, 20 guns; formerly English, sunk in the Scheldt, in the retreat of the French from Holland.

Le Leopard, 74 guns; lost in the bay of Cagliari, February 15th.

Le Gordan, 14 guns; taken by the Penelope, B. S. Rowley, April.

La Prompte, 20 guns; taken by the Phaeton, Sir A. S. Douglas, off the coast of Spain, May 2.

Le Curieux, 14 guns; taken by the Inconstant, A. Montgomery, June 3.

Le Vanneau, 6 guns; taken by the Colossus, C. M. Pole, in the bay of Biscay, June 6.

La Cleopatra, 36 guns, now L'Oiseau, 40; by the La Nymphé, E. Pellew, off the Start, June 10.

L'Eclair, 22 guns; taken by the Leda, G. Campbell, Mediterranean, July.

Le Latin, 12 guns; taken by the Plato, J. N. Morris, Newfoundland, July 25.

La Convention Nationale (afterwards Marie Antoinette), 10 guns; taken by Commodore Ford's squadron at St. Domingo, Sept.

La Modeste, 36 guns; taken by the Bedford and others, out of Genoa, in the Mediterranean, Oct. 17.

La Reunion, 36 guns; taken by the Crescent, J. Saumarez, (Circe in sight) off Cherbourg, Oct. 20.

L'Inconstante, 36 guns; taken by the Penelope and Iphigenia, November 25.

Le Scipio, 74 guns; blown up at Leghorn, November 26.

La Blonde, 23 guns; taken by the *Latona*, Thornborough; and *Phaeton*, Douglas, off Ushant, Nov. 27.

L'Espiegle, 16 guns; taken by *La Nymphé*, *Pellew*, and *Circe*, J. S. Yorke, near Ushant, Nov. 30.

Le Triumphant, 84 guns; **Le Du Guay Trouin**, 74; **Le Destin**, 74 guns; **Le Lys**, 74; **Le Suffisante**, 76; **L'Auguste**, 24 guns; burnt in the grand arsenal at Toulon, Dec. 18, 1793, by the *Vulcan*, fire ship, Capt. Hare, under orders from Sir W. S. Smith, Knt. who was appointed to conduct the destroying of the French there, by Admiral Lord Hood.

Le Centaure, 74 guns; burnt under similar orders by Lieutenants Middleton and Stiles.

La Dictateur, 74 guns; burnt under similar orders by Lieutenant Miller.

Le Thémistocle, 74 guns; **Le Héros**, 74 guns; burnt under similar orders (in the inner road) by Lieutenants Pater and Miller.

Le Montreal (powder magazine), 32 guns; **L'Iris**, ditto, 32 guns; burnt by the Spaniards in the inner road.

La Victoire, 32 guns; burnt by the Sardinians on shore in getting out of the arsenal.

Le Commerce de Marseilles, 120 guns; **Le Puissant**, 74; **Le Pompée**, 80; **L'Arethuse**, 40; **La Perle**, 36; **La Topaze**, 38; **L'Aurore**, 32; **La Lutine**, 32; **La Mulette**, 18; **La Poulette**, 26; **La Ballette**, 24; **La Proselyte**, 24; **La Sincère**, 18; **La Moselle**, 20; **Le Tarleston**, 14; brought away from Toulon, December 1793, under the command of Admiral Lord Hood.

The most valuable prize made on our side was a rich Spanish register ship, called the *San Jago*, recaptured by the *Phaeton* frigate from the *Dumourier*, French privateer, who herself also fell into the hands of the English, with a considerable quantity of the galleon's most portable wealth, which she had taken on board. This ship was condemned by the court of Admiralty to pay only a salvage to the captors; but, on an appeal to the Privy Council, this determination was rescinded, and the entire cargo condemned.

The only ship we lost of any consequence during the year was the *Thames*, already mentioned.

1795.

Occurrences at Home.—Sir J. B. Warren's victory.—Earl Howe's Actions of May 29, and June 1.—Various Exploits.—Occurrences in the Mediterranean.—North America.—Newfoundland.—Jamaica.—East Indies, &c.

ON the 16th of January, 1794, the *Hind*, of 28 guns, commanded by Captain Durham, being off the Start, was chased by six French frigates and a cutter, from 40 to 20 guns; one of the frigates approached so near to the *Hind* as to exchange a few shot, which killed two men, and wounded some others. Captain Durham, before the rest could come up, got close in shore, upon which the Frenchman tacked and stood over to their

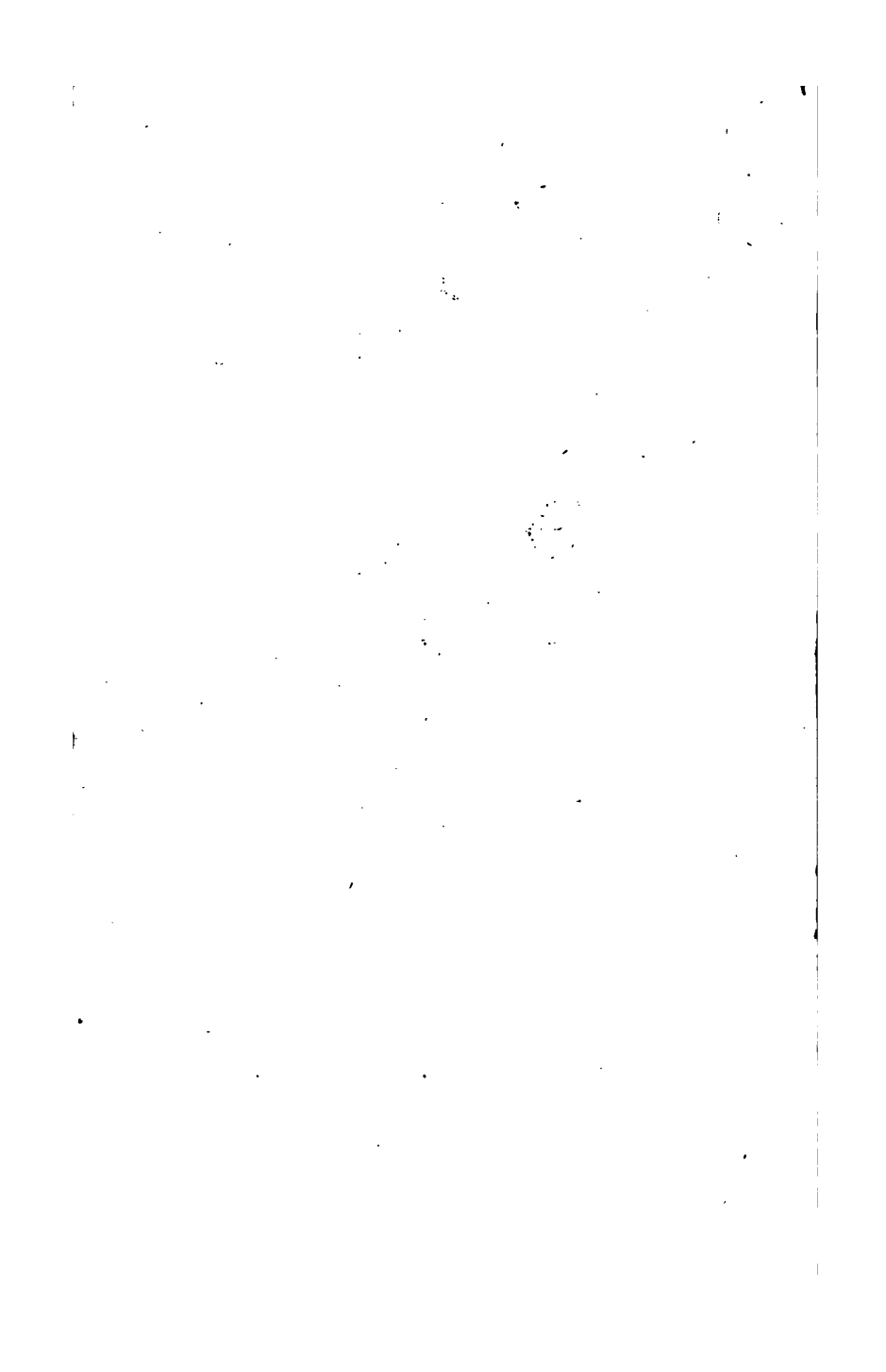
own coast. The next day these frigates were seen off the Berry Head, by the *Alfred*, of 74 guns, Captain John Bazely, and *Pegasus*, of 28 guns, Captain Robert Barlow. Captain Bazely not thinking his force equal to encounter that of the enemy, sent the *Pegasus* into Torbay to forward an account of it to the admiralty, and the commanding officers at Plymouth and Portsmouth. On the same evening some ships were dispatched from Plymouth, and the next morning a squadron under Commodore Paisley, consisting of twelve ships from 74 to 28 guns, sailed from Spithead in quest of them; in the mean time the enemy had got into Cherbourg.

On the 25th, the trade vessels from Portugal and the Mediterranean arrived at Spithead, and other ports in the Channel, under convoy of a squadron of ships of war, commanded by the Hon. Captain George Keith Elphinstone. The French ships were officered and manned chiefly by the royalists from Toulon; each had on board a British lieutenant of the navy.

On the 23d of April, Sir John Borlase Warren being on a cruize off Guernsey, with a squadron of frigates, at four o'clock in the morning discovered five sail, standing out to sea; and as the day broke he plainly perceived from their manœuvres, that they were enemy's ships of war. Soon afterwards they formed the line of battle on the larboard tack; as did Sir John Warren his squadron on the starboard; on crossing each other the enemy began the engagement, but at a considerable distance, and then tacked. The wind fortunately changing two points, enabled Sir John Warren to weather the enemy, and bring them to close action, at the same time to cut them off from gaining their own shore.

12. The "Hulk" of the "Hulk" in the "Hulk" of the "Hulk".





The battle was maintained on both sides with great resolution for three hours, when two of the enemy's ships struck to the *Flora* and *Arethusa*. The *Melampus*, *La Nymphe*, and *La Concorde* continued to pursue the others; at eleven o'clock the latter ship got near enough to the two frigates which were making off, to receive and return their fire. It was Sir Richard Strachan's intentions to endeavour to disable the sternmost of the enemy's ships, leaving her to be picked up by those which were also in pursuit; and to push on for the headmost; but this ship bore down, and closed to support her consort, pouring at the same time into *La Concorde*, a raking fire with great effect. Sir Richard Strachan continued to engage them both with much gallantry; but, finding that the day was far advanced, and little prospect of being assisted by the ships in chace, which rather dropped astern, and his main-top-mast being so badly wounded that he apprehended it would fall over the side, by which accident both might have escaped; he came to the resolution to secure that ship which was the nearest to him; and by a skilful manœuvre having changed sides in the smoke, he prevented the other either from annoying him, or giving assistance to his friend. They continued in close action from twelve till a quarter before two, when the enemy ceased firing, and hailed that they had surrendered. She proved to be *L'Engageant*, of 36 guns, and 300 men; shortly after her masts fell overboard, and it was with some difficulty and great exertions that *La Concorde's* were prevented sharing the same fate.

The following is a list of His Majesty's ships with the number of men, and of the killed and wounded in each.

Ships.	Guns.	Men.	Commanders.	Killed. Wounded.
Flora,.....	36....	260..	Sir J. B. Warren,..	1....3
Arethusa...	38....	280..	Sir Edw. Pellew...	3....5
Melampus..	36....	260..	Thomas Wells.....	5....5
La Nymphe	36....	260..	Geo. Murray.	
LaConcorde	36....	260..	Sir J. R. Strachan	1.. 12

The following were the French forces.

Ships.	Guns.	pr.	Men.	Kill. & wound.
La Pomone, taken	44 ..	24..	400	betw. 80 and 100
L'Engageante tak.	36 ..	18..	300	
La Resolue, escap.	36 ..	18..	300	
La Babet, taken	..22 ..	9..	200	betw. 30 and 40.

On the 10th of May, fourteen sail of vessels from Guernsey and Jersey, bound to Newfoundland, were captured in the bay by a French squadron, with their convoy, the *Castor*, of 32 guns, Captain Trowbridge.

On the 17th, the *Swiftsure*, of 74 guns, Captain Charles Boyles, fell in with, and after a chase of thirty-nine hours, captured *L'Atalante* French frigate, of 38 guns, and 274 men, commanded by M. Linois. Before she struck, ten men were killed and thirty-two wounded. The *Swiftsure* had one man killed.

Early this month the fleet, under Earl Howe, sailed from St. Helen's, together with the East and West India and Newfoundland convoys; consisting altogether of 22 sail of the line.

Being advanced off the Lizard, he ordered the East India ships to part company, and detached Admiral

Montagu with six sail of the line and a frigate, to protect them till their arrival off Cape Finesterre.

Admiral Montagu having executed this order on the 11th, cruized in pursuance of Lord Howe's direction from Cape Ortugal to the latitude of Belleisle. On the 15th he captured a French ship, mounting 20 guns, and ten sail of Guernsey and Jersey vessels, which had lately sailed from Newfoundland under the convoy of the *Castor*, of 32 guns. This frigate, as well as the merchantmen had been captured by a squadron of five sail of the line and two frigates, commanded by Adm. Neilly, which afterwards joined Villaret's fleet. The *Castor* continued with this squadron for some time, till separating from them in chace of a Dutch brig, she fell in with the *Carysfort*, an English frigate of inferior force, commanded by Captain Laforey, and was captured after a smart action of above an hour's continuance. She had 200 men on board when she surrendered.

Admiral Montagu conceiving there was little probability of falling in with these ships, did not go in pursuit of them; but keeping the same latitude in which they were said to cruize, preserved a situation, which promised to enable him to intercept the American convoy should the wind, which was easterly, continue to blow from the same quarter, or to reinforce the English admiral if he required assistance. He dispatched the *Venus* frigate to inform Lord Howe of this arrangement.

In the mean time Lord Howe having detached two frigates to look into Brest, and receiving information from them of the French squadron being still in port, steered for the track of the expected West India fleet. Having seen no appearance of an enemy from the 5th

to the 19th of May, he again returned off Brest; but he now found, that the French fleet had sailed: he learnt, that they had been at sea some days, but could obtain no accurate account of their strength, or the course they had steered.

This squadron was under the command of Villaret Joyeuse: his flag was flying in the *Montagne*, of 120 guns, and with him was embarked Jean Bon St. André, a member of the National Convention, who enjoyed the same powers as those exercised by the commissioners in the republican armies.

On ascertaining the French fleet's being at sea, and receiving Admiral Montagu's dispatches, Lord Howe stood for that officer's station; but having on the 21st received credible intelligence of the enemy's fleet being only a few leagues farther to the westward, he changed his course, and went straight in pursuit of them.

On the 25th, a 74-gun ship was discovered to windward with a merchantman in tow, and was immediately chased; but abandoning the merchantman, she effected her escape by her superiority of sailing. This was *L'Audacieux*, one of the squadron which captured the *Castor* and her convoy, before mentioned: she had lately separated from her consorts, who, however, as well as herself, afterwards joined the French fleet. Lord Howe during this time burnt all the prizes and recaptures he had made, that he might not be retarded in his pursuit of the enemy.

No sight appeared of the French squadron, till the 28th, when it was discovered by the English look-out frigates, at a considerable distance to the southward, the wind blowing fresh from the south-west, with a rough sea. They ran down towards the British in a

loose and irregular manner, and hauling their wind, as they came nearer, after a great loss of time, and considerable difficulty, formed an awkward line of battle on the starboard tack. Lord Howe's order of sailing consisted of two divisions, and a flying squadron, under the command of Rear-admiral Paisley, to harass their rear.

The day was just closing when this order was received: in consequence thereof the rear-admiral immediately attacked the enemy in his own ship, the *Belletrophon*, with great spirit, and was ably supported by Lord Hugh Seymour, in the *Leviathan*, who engaged *Le Revolutionnaire*, of 110 guns, till the arrival of Capt. William Parker in the *Audacious*, to whom he relinquished his opponent, passing on himself to the attack of the second ship of the French line.

The *Revolutionnaire* was engaged by the *Audacious* for nearly two hours without intermission. The two ships were never more than half a cable's length asunder, often closer and sometimes near falling aboard, an attempt, which the desperate situation of the Frenchman at last induced him to make: for his batteries had been nearly silenced, his mizen-mast was gone by the board, and his lower yards, and main-top-sail yard were shot away. Thus situated, with his fore-top-sail full, though flying out from the yard, from the loss of its sheets, he fell athwart the bows of the *Audacious*. The ships however soon separated again, when the Frenchman put away before the wind, passing either through, or astern of the ships in the English rear. The men quartered forwards in the *Audacious* asserted, that she had struck. This circumstance, however, ap-

pears extremely doubtful; but it is certain, that their fire had slackened towards the conclusion of the engagement; and, when the ships had approached so close, as to be almost in contact, the discharge of three guns was their only return to the last broadside. The English ship, at the conclusion of the action, was left nearly in an unmanageable state, from the damages she had received; and it was with difficulty that she wore and ran to leeward under cover of the fleet.

The night was spent on board the Audacious, in repairing the losses of the day, with the intention of rejoining the squadron; but the dawn presented the unexpected spectacle of nine sail of the enemy, about three miles to windward. The crew with great difficulty enabled the ship to carry more sail, and Captain Parker, determined to leave no means untried to effect his escape, put away before the wind. The day was fortunately hazy, and the mist thickening, screened the ship for a time from the observation of the French, while the English still laboured to increase their quantity of sail. But the fog clearing up, discovered two ships in chase, who came up with them fast. The crew now redoubled their efforts, and succeeded in crowding more canvass on their shattered masts, and found their pursuers no longer gained on them. In their flight they passed their old opponent, whom they descried at a short distance entirely disabled. A frigate and two corvettes, carrying French colours, now pressed on them from the eastward, and came boldly across their bows, while they were threatened by the other ships from astern. These fell off after exchanging some shot; but one of them, a frigate, again approaching the Audacious, harassed her for a considerable time by a distant

cannonade, but afterwards hauled her wind and disappeared with the remainder of the pursuers. Having now ran twenty-four leagues directly to leeward, and being convinced that to haul his wind was impracticable, Captain Parker gave up the idea of attempting to rejoin the admiral, and sheltered himself in Plymouth sound. The situation in which he stated himself to have left the two fleets, induced the admiralty immediately to dispatch Admiral Montagu, who had in the mean time returned into port, to the assistance of Lord Howe.

During this time, the French squadron stood to windward from the British fleet during the night on the star-board tack, under a croud of canvass; while the English pursued under an equal press of sail. On the 29th, the wind being still S. W. the retreating squadron was seen on the bow of the British, in a shattered condition, forming their line. While the strength of the English fleet had been lessened by the separation of the Audacious, the French had, by a singular chance, increased their force by their own ship of the same name, (L'Audacieux,) which had been lately chased by the British squadron, as before-mentioned; so that the republican fleet consisted of twenty-six sail of the line, its original number, previous to the parting of the Revolutionaire; while the English were reduced to one ship less than their adversaries.

While the enemy arranged their order of battle, Earl Howe made the signal for his ships to form as they fell in, and the van being sufficiently advanced, gave orders to tack in succession, with a view of bringing the enemy's rear to action. To elude this attempt, they wore altogether, and formed on the same tack as the English: the two vans were slightly engaged; but the

French kept at too great a distance for any thing decisive to be accomplished.

Earl Howe finding his adversary determined, if possible, to avoid a close action, but seeking to accumulate his fire upon the headmost ships of the English squadron, made the signal, on the two fleets drawing abreast of each other, for his ships to tack in succession, in order to cut through the hostile line. This manœuvre was (according to the admiral's account) frustrated by the leading ship's not obeying his signal: she wore indeed, as did the *Queen*, *Orion* and *Invincible*; but instead of keeping the wind as they did, in order to execute his orders, bore away large on a parallel with the rear and centre of the fleet. His lordship having the *Bellerophon* close astern, determined not to wait for any further support, and immediately tacked, and passed through the French line, between the fifth and sixth ship in their rear. The *Leviathan* joined him in this situation. Having passed through their line, he again put his ship on her former tack, in hopes of renewing the action with advantage from his weatherly position; but no other ships following him, and his seconds being very much disabled, he could not derive any material advantage from the change of situation, as the rest of his ships had passed to leeward of the enemy, and, having tacked astern of the French line, did not rejoin him in time to give any effectual support. Three of the ships in the French rear were disabled in this partial engagement, but were saved by their main body wearing again in succession to protect them: a movement, which might have been prevented, had not the English fleet been disunited, and the admiral unsupported. At length the English ships, called up by different signals,

came forward to the support of Earl Howe, who retreated towards them at the approach of the enemy. They now formed a line ahead and astern of their admiral. The French having in the mean time covered their injured ships, and poured in a distant fire, as they passed to leeward of the British squadron, wore again in order of battle to the westward; while their pursuers, who had obtained the weather-gage, followed them on the larboard tack: a thick fog came on just after the retreat of the enemy, and soon obscured them from the view of the English.

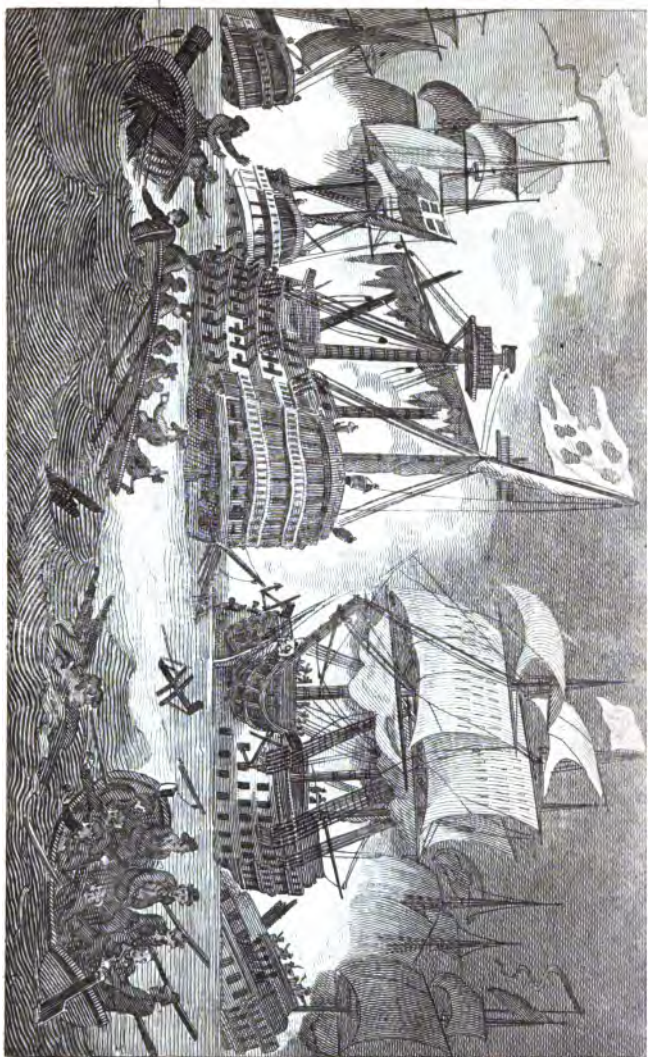
Several of the French ships suffered severely in this action, and three were entirely disabled; the English, however, had not to boast of much advantage: the Royal George, Queen, Invincible, and Bellerophon had received the most serious damage from the fire of the enemy; but they repaired their losses with great activity.

During the 28th and 29th the wind had been in the S. W. attended with a considerable swell, but though it continued in the same quarter, it considerably abated on the ensuing days; the head sea also decreased, but a thick fog prevailed during the 30th and part of the 31st, with partial intervals of light, which at times enabled the British to catch a glimpse of the enemy. During this anxious and critical period, Earl Howe still held on his course, though frequently, for a length of time, wholly ignorant of the situation of his ships. The mist clearing up on the afternoon of the 31st, presented a strange and unaccountable spectacle to the English. The enemy's fleet was descried to leeward, consisting still of twenty-six sail of the line, none of which seemed injured by the preceding action, though some of their

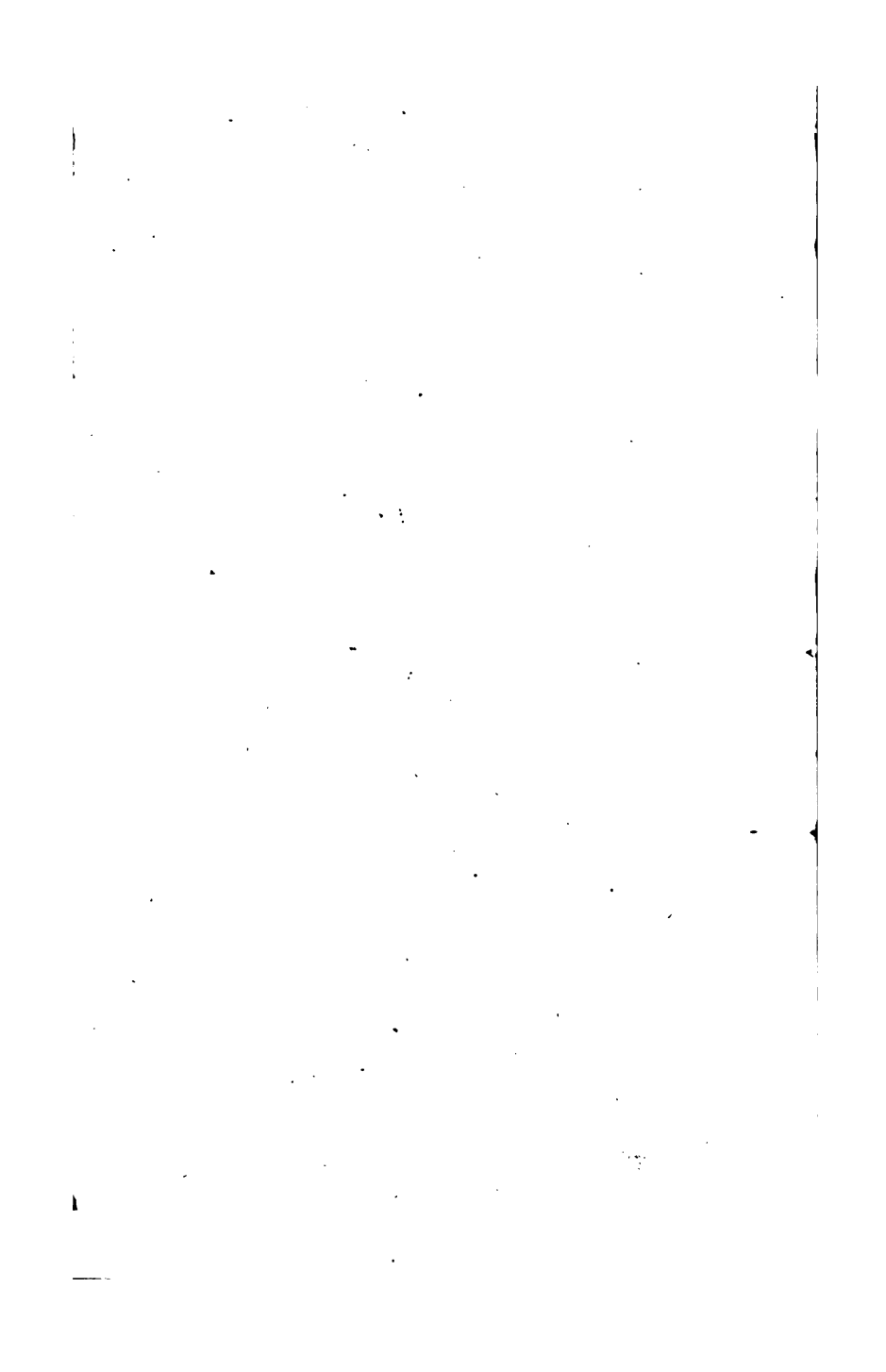
though one of these sunk almost immediately after being taken possession of.

Earl Howe, after securing his prizes and giving assistance to his shattered ships, made the signal for his forces to close round him. This was done with the intention of again attacking the French commander, should he have attempted to cut off the *Queen*, which from her disabled state had drifted to a considerable distance from the English fleet, or, by trying to weather his captured ships, have attempted to retrieve the fortune of the day. If the defeat they suffered, had not deprived the French of all spirit of enterprize, they certainly might have carried off the *Queen*. It is singular, that the injuries sustained by the same ship should have betrayed her into a similar situation on the 29th of May. The *Brunswick*, too, having lost her mizen-mast, drove to leeward of the enemy's retreating ships, and was obliged to put away to the northward. The French admiral however did not pursue her, but collecting his ships, left the English in possession of their prizes, and made sail for France.

Jean Bon St. André declared, that the *Vengeur* which sunk, went down with the tri-coloured standard flying, amidst the shouts of her crew. This, however, was false. The poor wretches substituted the union for the republican ensign, and spread themselves over the sides and rigging of the ship, stretching out their hands to their enemies and supplicating their assistance. Part of the crew were saved by the exertions of their enemies; but the crowds which attempted to spring into each boat, threatening these unfortunate men and those who came to their succour with equal destruction, ren-



Lord Howe's Victory on the 1st of June, 1794.



dered all further efforts desperate and checked the compassionate zeal of their conquerors. Two of the French officers indeed betrayed no anxiety to avail themselves of any means of safety, and continued walking up and down the stern gallery, apparently engaged in conversation, while the ship heeling and gradually sinking deeper and deeper, at length admitted the water into her ports, then righted for a moment, and was immediately ingulphed. This ship was so closely engaged with the Brunswick, that many of their ports were torn away by the collision. The sides of both were extremely straight, and the ships lay so close together, that the crews fought hand in hand on the lower decks, contending with the implements for loading the guns, cold shot, and any weapon that chance supplied.

The action was in general maintained warmly and closely. The admiral indeed selected some officers, as having given peculiar proofs of resolution; but fairly observed, that, confined as his observation naturally must have been, many others might have had an equal claim to this distinction.

Those whom he particularized were, Admirals Graves and Sir Alexander Hood; Rear-admirals Bowyer, Gardner, and Paisley; Captains Lord-Hugh Seymour, Packenham, George Berkeley, Gambier, John Harvey, Payne, Parker, Henry Harvey, Pringle, Duckworth and Elphinstone. Captains Nicholls of the Royal Sovereign and Hope of the Bellerophon; to whom the charge of these ships devolved on their flag-officers being wounded; and Lieutenants Monckton of the Marlborough and Donnelly of the Montagu in similar situations.

The following is a list of the British and French fleets in the order of battle, on this memorable day.

BRITISH FLEET.

VAN SQUADRON—*under the Commander in the Second Post.*

Ships.	Guns.	Men.	Commanders.	Kd.	Wd.
Cæsar	80	700	Capt. A. J. P. Molloy	18	37
Bellerophon	74	615	{ T. Paisley, esq. Rear Adm. of the White Capt. W. Hope	4	27
Leviathan.....	74	650			
Russel	74	600			
*Marlborough ..	74	600	— Hon. G. Berkeley	29	90
*Roy. Sovereign	110	875	{ T. Graves, Esq. Ad. of the blue Capt. H. Nicholls	14	44
Defence	74	600			
*Impregnable ..	98	765	{ Ben. Caldwell, esq. Rear-ad. of the Red Cpt G. B. Westcote	7	24
Tremendous ..	74	600			
Invincible	74	600	— James Pigot ..	3	8
			— Hn. T. Pakenham	14	31

CENTER SQUADRON—*under the Commander in Chief.*

*Culloden	74	600	Cpt. Isaac Schomberg	2	5
Barfleur	98	765	{ G. Bowyer, esq. Rt. Adm. of the Red Cp. C. Collingwood	9	25
*Gibraltar	80	700			
			— T. Mackenzie	2	12

Ships.	Guns. Men.	Commanders.	Kd. Wd.
Qn. Charlotte 110..900	{ Earl Howe, Union 1st. Capt. R. Curtis, Kt..... 2d Capt. Sir A. S. Douglas	14 29	
Brunswick 74..600	Capt. J. Hervey..	44 115	
Valiant 74..620	— Tho. Pringle.	2 9	
*Orion 74..600	— J.T. Duckworth	5 24	
Queen 98..765	{ A.Gardner, esq. Rr. Ad. of the White Capt. J. Hullt	26 67	

REAR SQUADRON—under the Commander in the Third Post.

Ramilies 74..600	Capt. Hen. Hervey	2 7	
*Alfred 74..600	— John Bazely	0 8	
Royal George ..110..875	{ Sir A. Hood, K.B Ad. of the Blue Capt W. Domett	20 72	
*Montague 74..600	— Ja. Montagu	4 13	
Majestic 74..600	— Charles Cotton	3 5	
Glory 98..750	— J. Elphinstone	13 39	
Thunderer 74..600	— Albemarle Bertie	0 0	

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* Were ordered to refit at Plymouth.

Frigates attached to each Squadron.

VAN.

Ships.	Guns.	Commanders.
Niger, to repeat signals	32	Capt. Hon. A. K. Legge

CENTER.

<i>Ships.</i>	<i>Guns.</i>	<i>Commanders.</i>
Latona	38	Capt. Ed. Thornborough
Pegasus, to repeat signals	28	— Robert Barlow
Phaeton	38	— W. Bentinck.

REAR.

Aquilon, to repeat signals, 32 Capt. Hon. R. Stopford.

The number of killed and wounded on board the Audacious on the evening of the 28th of May, was four killed and eighteen wounded.

The whole loss sustained, was 281 killed, and 807 wounded. In all 1088. Of the officers of rank, Rear-admirals Paisley, Graves, Bowyer, and Captain Hutt, were disabled; Sir Andrew Douglas too received a contusion, which, though not in his idea severe enough to interrupt his duty for above a moment, occasioned his death after the lapse of some years. Captain G. Berkeley was also wounded, and Captain John Hervey of the Brunswick, died of the wounds he had received soon after his arrival at Spithead.

FRENCH FLEET.

VAN SQUADRON—under the Command of the Second Post.

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Division.</i>
L'Amerique.....	74.	700	} Second
Le Revolutionsaire	120.	1000	
Le Gasparin	74.	700	

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Division.</i>
L'Indomptable.....	74..	700	} First, M. Bouvet, Com. in the Second Post
Le Terrible	120..	1000	
L'Impetueux	74..	700	
Le Mutius Scævola ..	74..	700	} Third
L'Æole	74..	700	
Le Tourville	74..	700	

CENTER SQUADRON—*under the Commander in Chief.*

Le Pelletier	74..	700	} Second
Le Tyrannicide	74..	700	
Le Juste	80..	800	} First, Rear-Ad. Villaret Joyeuse, Commander in Chief
Le Montagne	120..	1100	
Le Jacobin	80..	800	
L'Achille	74..	700	} Third
Le Vengeur.....	74..	700	
Le Northum-berland }	74..	700	

REAR SQUADRON—*under the Commander in the Third Post.*

<i>Ships.</i>	<i>Guns.</i>	<i>Men.</i>	<i>Division.</i>
L'Entreprenant	74..	700	} Second
Le Neptune	74..	700	
Le Jemappe	74..	700	
Le Mont Blanc	74..	700	} First, M. Neilly, Com. in the Third Post.
La Convention.....	74..	700	
Le Republican	120..	1000	
Le Scipion	74..	700	} Third
Le Montagnard.....	74..	700	

Frigates, &c. attached to each Squadron.

VAN.

<i>Ships.</i>	<i>Guns.</i>	<i>Ships.</i>	<i>Guns.</i>
Brutus, rayée.....	50	La Diligente, brig ..	14
Le Courier, cutter ..	14	La Gentile	40
La Thames	32	La Jean Bart	20
L'Atalante	38		

CENTER.

L'Insurgente.....	36	La Proserpine	36
La Seine	40	La Société Populaire	18
La Precieuse.....	36	La Mutine	20

REAR.

La Bellone	36	La Funet.....	20
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The following ships joined between the 28th of May and the 1st of June.

Le Sans Pareil....	80	800	Le Patriot ..	74	700
Le Trajan	74	700	Le Temeraire	74	700

The number of guns and men in the action on the 1st of June was, 2,228 guns, and 20,900 men.

• *Ships taken or destroyed on the 1st of June.*

<i>Ships.</i>	<i>Guns.</i>	<i>Killed</i>	<i>Wd.</i>	
Le Sans Pareil	80.....	260....	120	} Taken.
Le Juste	80.....	100....	145	
L'Achille	74.....	36.....	30	
Le Northumberland	74.....	60.....	100	
L'Amerique	74.....	134....	110	
L'Impetueux	74.....	100....	75	
	Total	690	580	

Le Vengeur of 74 guns, sunk, 320 of her crew perished.

Upwards of 300 men (by the French accounts) were killed or dangerously wounded on board Le Montagne.

Besides the seven ships lost by the French in the action of the 1st of June, it is said, that three line of battle ships sunk in this engagement, or on their voyage home; but the evidence of their loss is certainly not at all satisfactory.

On the 11th of June, Earl Howe entered the Channel with the prizes in tow; the next day he ordered Admiral Graves with a part of the fleet to Plymouth; and on the 13th his lordship arrived at Spithead with the remainder. Immediately on his lordship's arrival, he gave out in orders his public thanks to the ships' companies for their gallant conduct in the late actions, which were also communicated to the ships at Plymouth, viz.

“ *The Queen Charlotte, at Spithead, June 15, 1794.*

“ The admiral cannot omit the very grateful part of his duty, that requires these his public acknowledg-

ments to be made, of the highly distinguished examples of resolution, spirit, and perseverance, which have been testified by every description of officers, seamen, and military corps in the ships of the fleet, during the several actions with the enemy on the 28th and 29th of May, and the 1st of the present month; and which cannot be better affirmed than by reference to their effects on those occasions.

“Nor is the merit of the seamen of the fleet less to be applauded in their active and unwearied exertions to put their ships in a state for service so speedily, as it was completed, after those actions had ceased.

“(Signed) Howe.”

His Majesty's approbation of the conduct and bravery of the officers and men in the above actions was made known in public orders, together with the thanks of both houses of parliament. A most liberal subscription was opened for the relief of the wounded officers, seamen and marines; and also the widows and children of those who so gloriously fell on these days in the service of their king and country. The city of London subscribed 500l. The corporation of the Trinity House gave 200 guineas; and determined that such widows who had families, should be admitted to the monthly pension at the usual allowance, in preference to all other objects. The cities of Edinburgh and Dublin also contributed very liberally to this subscription.

His Majesty was also graciously pleased to direct the following proportion of prize-money to be immediately paid:

	<i>l.</i>	<i>s.</i>	<i>d.</i>
To each of the warrant officers	25	0	0
To each of the petty officers	10	10	0
To each seaman, marine, or soldier....	2	2	0

The joy excited by this victory was so strong, that it was scarcely damped by the intelligence of the French West-India convoy having entered Brest.

On the 29th of May, Captain Francis Laforey, in the Carysfort frigate, of 28 guns, and 200 men, being on a cruize in the bay, fell in with, and after a well fought action of an hour and 15 minutes, captured a French frigate of 32 guns, and 200 men, commanded by M. L'Huiller; late his majesty's ship *Castor*, taken on the 10th by a division of the French fleet, with her convoy bound for Newfoundland. The enemy had 16 men killed, and nine wounded. The Carysfort one killed and 16 wounded.

Upon the arrival of Captain Laforey and his prize in port, the principal officers and commissioners of the navy gave in a claim for the ship, &c. the same of right belonging to them for the use of his majesty. An opposition to this claim was given on the part of the commander, officers, and crew of the Carysfort.

The French commander, in answer to the 4th interrogatory, said, that he was appointed to the command of the *Castor* by the French Admiral, commander of a division of the naval army of the French Republic, by whose orders he took possession of the *Castor* at sea on the 10th of May last, having first received a commission from him so to do, as of a ship of war in the service of the Republic; which said admiral had the

power and authority to condemn prizes, and to arm, fit out, and equip such ships as he might take, and think calculated for the purpose as ships of war in the service of the French Republic, without first sending them to France to pass through any formal process; and that the said frigate the *Castor* was so armed, equipped, and fitted out accordingly.

Sir James Marriot, judge of the high court of admiralty, in a speech of some length, pronounced that the whole value of His Majesty's ship the *Castor*, recaptured under the circumstances in question, should be adjudged to be lawful prize to the captors.

Admiral Montagu, who had been dispatched to the assistance of Lord Howe, but had never reached him, fell in, on the 8th of June, with an enemy's squadron, in which were eight sail of the line, and chased them without success as near to Brest, as he conceived prudent. On the succeeding day he fell in with the main body of the enemy's fleet, which had been lately beaten. As many of these ships appeared fit for battle, he immediately retreated before them, and was in his turn chased for five hours. Escaping his pursuers, he stood to the westward, in hopes of joining Lord Howe, or falling in with the American convoy: in both which objects he was disappointed.

By the late humiliating defeat, the French attained the object for which they risked an engagement; their American convoy, amounting to 160 sail, valued at five millions sterling, arrived safe in port June 12.

On the 8th Sir James Saumarez, in the *Crescent*, of 36 guns, accompanied by the *Druid*, of 32, Captain Joseph Ellison, and the *Eurydice* of 20, Captain Francis Cole, having been ordered to cruize off Jersey, at

day-light, when about mid-channel, fell in with, and was chased by a squadron of French ships of war. Sir James Saumarez observing the vast superiority of the enemy, ordered the Eurydice, which was the worst sailer, to make the best of her way to Guernsey; whilst the Crescent and Druid followed under easy sail, engaging the enemy and keeping them at bay, until the Eurydice had got to some distance a-head, when the Crescent and Druid made all the sail they could set. By this time they had approached near to Guernsey; and the enemy were attempting to cut off from the shore the Druid and Eurydice; but Sir James Saumarez, by a bold and masterly manœuvre, extricated them from their perilous situation, by hauling his wind and standing along the French line, which drew the attention of the enemy from the other two ships, who made sure of capturing the Crescent; but, by the assistance of an old experienced pilot, she pushed through an intricate passage never attempted before by king's ships, and effected her escape into the road; greatly to the disappointment of her pursuers.

The following order was given out by Governor Small who was a spectator of this excellent manœuvre, with the whole Island, highly honourable to Sir James Saumarez, the captains, officers, and men under his command.

" Head Quarters, June 9, 1794.

" Sir,

" The Lieutenant Governor has directed me to transmit you the following extract of this day's orders.

" I have the honour to be, Sir,

" Your very obedient Servant,

" R. CAMPBELL, Brigadier Major.

"Parole—Saumarez; Countersign—Crescent."

"The Lieutenant Governor of Guernsey cannot, without doing injustice to his own feelings, help taking notice thus publicly of the gallant and distinguished conduct of Sir James Saumarez; with the officers and men of His Majesty ships *Crescent*, *Druid*, and *Eurydice*, under his command, in the very unequal conflict of yesterday, where their consummate professional skill and masterly manœuvres, demonstrated with brilliant effect the superiority of British seamanship and bravery, by repelling and frustrating the views of a squadron of the enemy, at least treble their force and weight of metal. This cheering instance of spirit and perseverance in a most respectable detachment of our royal navy, could not fail of presenting an animating and pleasing example to His Majesty's land forces, both of the line and island troops, who were anxious spectators, and beheld with admiration the active conduct of their brave countrymen. To the loyal inhabitants of Guernsey it afforded cause of real exultation, to witness the manly and exertive conduct of an officer whom this flourishing island has to boast he is a native of."

"Sir James Saumarez,
Knt. &c."

The ship *Betsy*, bound to London from Jamaica, having parted company with the convoy in the Gulph of Florida, on the 20th of July, when off the Lizard, fell in with, and was captured by a squadron of French frigates. The master and crew (excepting the mate, cook, carpenter, a boy, and Mrs. Williams, a passenger) were taken out of the *Betsy*; and a lieutenant

and 13 Frenchmen put on board to take charge of the prize. On the 23d in the evening, the ship being driven by a heavy gale of wind in sight of Guernsey, a plot was laid for securing the Frenchmen, and retaking the ship. On the mate suggesting it to Mrs. Williams, she instantly fainted, sensible, it is presumed, that if the same failed, every soul would be put to death. Recovering in a short time her composure, she went to the mate, and, with heroism unparalleled, actually engaged to assist in the execution of the project. At eleven o'clock at night, when the lieutenant was asleep in his berth, and others of the French were between decks in the fore part of the ship, the signal was given, and Mrs. Williams kept her resolution, by locking the lieutenant's door, and standing with her back against it to prevent it being forced: in the mean while the Frenchmen on deck were thrust down the fore hatchway by the three men, and threatened with death if they made the least attempt to get up. Providence favouring their efforts with a fine breeze from the S.W. they reached Cowes Road at two o'clock in the morning of the 25th. When a boat went on board, the crew found Mrs. Williams in the same position, with a pistol in her hand.

On the 23d of August, the squadron, under the command of Sir John Borlase Warren, cruising off Brest, fell in with, and drove on shore near the Penmark rocks, La Felicité French frigate of 40 guns, 18 pounders, and 350 men. And soon after two corvettes; L'Espion and Alert, mounting 18 guns, nine pounders, and 200 men each. They at first took shelter under cover of three batteries in Hodierno Bay; but being hard pressed, cut their cables, and ran ashore:

the boats of the squadron were ordered under Sir Edward Pellew to destroy them; on boarding the corvettes, he found that many of their people were so dangerously wounded, that they could not be removed to the frigates without risk of their perishing; he therefore, for the sake of humanity, let them remain, to be relieved by their friends on shore. The corvettes were bilged and scuttled. In performing this service, about 20 or 30 of the enemy were killed and wounded. The Diamond had five men wounded, and the Margaritha one.

On the 29th, *L'Impetueux*, of 74 guns, one of the prizes taken on the 1st of June, was burnt by accident in Portsmouth harbour.

On the 31st, a most daring and brave attempt was made with success by a boat with only three men, who went to sea from St. Mary's, Scilly, in quest of ships, as pilots. At two leagues distance from the land they spoke a brig, which on the 29th had been captured by three French frigates about twenty leagues to the westward. She was in the possession of seven Frenchmen, five of whom were remarkable stout men: there had been left on board one English sailor and a boy; the former of whom, on a swivel being pointed at the boat, called to them that they had neither powder nor arms, and desired them to jump on board; which they no sooner had done, than a conflict ensued with such weapons as could be most readily obtained; at one time the contest was so desperate, that they had nearly overcome the Scilly men; however at length the Frenchmen were subdued, and the vessel on the 1st of September, was carried into St. Helen's pool. She proved to be the brig Beckford, belonging to Great Yarmouth, from

Sophia Bay, on the Barbary coast, laden with salt-petre and hides.

On the night of the 4th of September, the weather being extremely dark and hazy, as the fleet was stretching to the westward between the start and Eddystone, several of the men of war ran foul of a fleet of East India ships which were steering up channel; by which accident, the Russel, of 74 guns, lost her bowsprit; the Melampus, of 36 guns, and the Aquilon, of 22 guns, their bowsprits and fore-top masts; several other ships of war were damaged, but not materially. The Triton and another East Indiaman, were totally dismantled.

On the 27th of October another French frigate fell into the possession of the British. Sir Edward Pellew, with a small squadron, consisting of the *Arctusa* of 38 guns; *Diamond*, ditto, *Edmund Nagle*; *Artois*, ditto, Sir Sydney Smith; and *Galatea*, 32 guns, R.G. Kcates; fell in with the *Revolutionaire* mounting 44 guns, 28 of which were eighteen pounders. She was immediately chased by all the English frigates, who, being to windward, intercepted her from the land. The *Artois* first came up with her, and fought her singly for forty minutes; when the near approach of the other frigates, and the *Diamond's* taking a position under her stern, with the view of raking her, relieved Captain Nagle from any further struggle, and forced his opponent to strike his colours. The assistance brought to the *Artois*, according to the statement of the Commodore, merely hastened the fate of the *Revolutionaire*, as the damage, she had already received, was such, as to have compelled her to surrender, even had the *Artois* been alone and unsupported.

On the 6th of November, the *Alexander* and *Canada* of 74 guns each, commanded by the Captains Richard Rodney Bligh and Charles-Powell Hamilton, at half past two in the morning, being on their return to England, from having escorted the Lisbon and Mediterranean fleets a part of their way on their voyage, fell in with a squadron of French ships of war, five of 74 guns, three large frigates and an armed brig, commanded by Rear Admiral Neilly. The *Canada* steered a different course from her consort, and two frigates followed her track, while the remainder of the squadron pursued the *Alexander*. Captain Bligh observing the ships in chase of the *Canada* to come up with her, and, that a fire had commenced on each side from the chase guns, made her a signal to fall in ahead of his own ship, being determined, as there seemed no probability of escape, to defend both ships to the last extremity. She immediately attempted to comply with his order, but was frustrated in the attempt by her assailants; who observing her intention, intercepted her from her consort, and compelled her to persist in the course, she had at first steered. In the mean time Captain Bligh, who had for several hours exchanged shots with the enemy from his stern-chasers, was forced into close action about eleven o'clock at night, and sustained the assault of three ships of the line for two hours, and until he was entirely deprived of the power of resistance. The sails of his ship were torn to rags, the standing and running rigging cut nearly to pieces, many of the yards were shot away, the remainder much damaged, the masts so badly wounded, as to be every moment in danger of going over the side, and the hull so pierced with shot, and making so much water, that it was

with difficulty, she was afterwards floated into Brest. In this defenceless situation, she was threatened by new enemies; for the ships, who had chased the Canada, being baffled in their pursuit, now returned to assist their friends, and had actually approached so near, that a shot from one of them passed over the Alexander's deck. In this deplorable situation Captain Bligh called a council of his officers, who recommended a surrender, and the colours were hauled down. This was the only ship of the line the British lost this year, having been in almost all the actions that took place at sea successful, with the exception of the loss of the Triton, East India ship, which was carried by a French privateer infinitely inferior in force. This vessel was commanded by Surcouf, a most daring adventurer, who has rendered his name famous, by successfully accomplishing two desperate enterprises. This ship was completely taken by surprise. Surcouf approached her in a Virginia schooner; and while the English were unconcernedly observing his motions, concluding, that it was a pilot boat coming to take charge of the ship, suddenly put his helm down, and hauled aft his sheets. The schooner was in a moment on the Triton's quarter: those of her crew who had been concealed below, sprung on deck, and all entered the Indiaman, their captain at their head, sword in hand. The Triton's men, in the first delirium of panic, ran from their quarters and the ship was lost without resistance.

We shall now take a review of the naval operations in the Mediterranean, during this year.

Lord Hood kept his station off Hieres Bay, and in the vicinity of Toulon, until the beginning of February, when he proceeded to Corsica, in order to reduce that

island, many parts of which were in a state of revolt against the authority of their new governors.

The troops were disembarked under the direction of Commodore Linzee, and gained possession, without much loss, of a height, which overlooked the tower of Mortella, one of the posts commanding the anchorage of the western side of the gulph. The tower was fired at from the land side, and violently cannonaded from the sea without effect, by the *Fortitude*, commanded by Captain Young, and the *Juno* frigate, for two hours and an half. The former received such damage from the red hot shot, fired by the enemy, that the two ships were under the necessity of hauling off. The *Fortitude* was in flames several times, which were however each time extinguished.

The walls of this tower were of a prodigious thickness, and the parapet so well secured with bass, junk, and sand, that it was battered by the army from the heights for two days, before the garrison, only thirty-three in number, of whom but two were wounded, capitulated: this they were at last driven to by the bass being fired at by some red hot shot.

It was now determined to attempt the establishment of artillery on the mountains that skirted the western part of the gulph, and overlooked other works of the enemy. These were on several heights and points, commanding the anchorage of that side of the gulph, and precluded the possibility of the British squadron lying in security. Desperate as the attempt was, a party of seamen volunteered their service to gain the top of this hill, the approach to which is in many places almost perpendicular; by means of blocks and ropes they succeeded in dragging three cannon of the calibre

of 18-pounders, with their carriages, up this craggy steep, where the pieces were mounted at the distance of a full mile from the sea. The path along which these spirited fellows crept, would admit in most places only one person at a time; on the right was a descent of many thousand feet, and one false step would have led to eternity. On the left of the path were stupendous overhanging rocks, which occasionally served to fix a tackle that they used in the conveyance of the guns. When these guns were directed against the tower, the enemy were covered with astonishment; and to a constant and well directed fire kept up from the height the early surrender of this strong hold is to be attributed.

After a cannonade of two days, the enemy were driven by the bayonet from the redoubt of the Convention, their principal work, by three columns under the command of Colonel Moore, Captain Stewart, and Colonel Wauchope.

The French were now reduced to their last posts at Fornelli, when fearing, their retreat would be cut off, they abandoned their works, and crossed over to San Fiorenzo. Two fine French frigates, which were lying off the town, were destroyed; viz. *La Fortunee*, 40 guns, and *La Minerva*, ditto; the latter (now *St. Fiorenzo*) was weighed up by the English. On the 19th this town was also deserted.

The Admiral's next object of attack was Bastia, and he immediately applied to the commander of the land forces for assistance in this enterprize. But General Dundas, the Commander in Chief by land, either conceiving the reduction of the place impracticable, or prevented by difficulties from co-operating with Lord

Hood, declined the undertaking: on which the Admiral determined to attack the place with only his naval force, and a small body of soldiers, who were serving as marines aboard his fleet.

On the 11th of April, having made the necessary disposition, he summoned the town; but a positive and peremptory refusal to treat under any circumstances was returned. As soon as the officer brought this answer, a signal was made for the commencement of a cannonade by the troops, that had been previously landed. Batteries were opened consisting of five French twenty-four pounders, two mortars of thirteen inches, two of ten, and two heavy carronades, in different situations, commanding the town and citadel, as well as the out-works of the enemy. A detachment of seamen served in these batteries, where Captain Horatio Nelson of the navy held a considerable command.

The Proselyte, gun-boat, had been brought round from San Fiorenzo, for the purpose of playing on a part of the town; but, on getting under sail, she was prevented by the violence of the swell from taking her proper station; and being exposed to a heavy fire of red-hot balls was soon in flames, several of the shots striking her between wind and water, and lodging amongst the casks in her hold. Her commander, Captain Serecold, immediately made the signal for assistance; but, till boats arrived to carry off the crew, which they fortunately preserved, never intermitted his fire upon the enemy. The vessel was burnt. While the batteries occasionally played upon the works, the garrison was distressed by a most close and unremitting blockade. The ships were moored in a line from one extremity of

the bay to the other, in the form of a chord to a bow. But as the necessity of having room to swing clear of each other, made it impossible for them to anchor close enough, to prevent small craft from escaping at night through their intervals, the boats of the fleet rowed guard from the moment it grew dark, till the morning. This manner of blockading the port was attended with great fatigue to the ships' crews, and considerable risk to the squadron. After six weeks of harassment and fatigue the besiegers got possession of the place by capitulation on the 22d of May. The loss sustained here amounted to 7 killed, 13 wounded, and two missing. Among the killed was Lieutenant Cary Tupper, of the *Victory*; and, among the wounded, Lieutenant George Andrews of the *Agamemnon*.

Lord Hood gave the highest praise to Colonel Villettes, who commanded on shore, and all the land and sea officers employed in the siege. Nor can his eulogium be deemed misplaced, when we consider the strength of the fortifications, the force of the garrison, and the weakness of the besiegers. The greatest number of men ever employed by the British on the land side, consisted of thirty artillery men, one thousand and ninety-two soldiers, marines, and seamen, and about six hundred Corsicans. The French garrison, at the commencement of the siege, amounted to three thousand effective men. Calvi was now the only place in the possession of the French.

During this time great exertions had been making at Toulon to equip a fleet, which might retrieve the French cause in the island: and positive information reached Lord Hood, that a considerable number of ships were preparing to sail. In consequence of this

intelligence, he put to sea on the 4th of June, and sent an order to Vice-Admiral Cosby, to join him on his appearing off Martello point. At six o'clock the next morning, Lord Amelius Beauclerk of the *Juno*, came on board the *Victory* with a letter from Admiral Hotham, who had dispatched similar information to Admiral Cosby, stating that the French fleet, consisting of fifteen ships, nine of which were of the line, had come out of Toulon. He added, that, as he conceived Calvi to be the object of their destination, he had determined to wait for them off that port. Here Admiral Cosby joined him on the 7th, and Lord Hood on the night of the 8th.

Lord Amelius Beauclerk was dispatched off Toulon to look out for the enemy's ships, and the English squadron steered towards the islands of Hieres, where they expected to fall in with them. In the afternoon of the 10th the French were discovered close under the land near St. Topaz, and the Admiral entertained strong hopes of intercepting them from the shore, or at least bringing them to action on the ensuing morning. But he was disappointed by the failure of the wind; and the French ships, by the assistance of an infinite number of boats from Antibes, and other places were all towed within shoals, in the road of Gourjean, where they were protected by batteries on the islands of St. Honora, Margaretta, and Cape Garoupe. Orders were at first given for attacking them, but were retracted on finding their squadron so disposed, as to guard the only practicable passage for large ships; nor was there any prospect of entering this channel, but by towing or warping, as the wind seldom blew home at this season of the year.

Admiral Hotham was left to watch the French squadron, and the siege of Calvi was vigorously prosecuted by Lieutenant-General Sir Charles Stewart. Guns were dragged by the seamen up precipices, apparently insurmountable; the principal post of the enemy was carried with the bayonet by a detachment under the command of Colonel More, and the town itself capitulated on the 10th of August, after a siege of fifty-one days. The navy had a considerable share in the credit arising from this conquest. Several ships watched the coast, and prevented succours being thrown in from the sea, while a considerable detachment of seamen, under the command of Captain Nelson, served in the batteries on shore. Captain Serecold, (who distinguished himself in the attack on Bastia as before mentioned) unfortunately fell in this siege, by a grape-shot, whilst getting the last gun into its place on one of the batteries.

On the 8th of June the assembly of the general consult held at Corti, declared unanimously the separation of Corsica from France; and with the same unanimity, and with the strongest demonstrations of joy and satisfaction, voted the union of Corsica to the crown of Great Britain. On the 19th, Sir Gilbert Elliot, viceroy, in presence of the assembly, received from the president, General Paoli, in the name of the people, the tender of the crown and sovereignty of Corsica to his Majesty, and in his Majesty's name took the oath prescribed, to maintain the liberties of Corsica, according to the constitution and the laws.

In consequence of information which Vice-admiral Goodall had received of the diabolical intentions of the

enemy, the following memorandum was issued to the fleet.

Princess Royal, August 15, 1794.

“Information having been received of the enemy having formed the iniquitous intention to load a vessel with wine with poison in it, and let her fall into our hands; the vice-admiral makes the same known to the ships of the squadron, that they may be upon their guard accordingly; and as the intelligence comes from Genoa, and this diabolical design planned at that place, particular care is to be observed in not meddling with any wine cargo taken, which comes from the eastward; and the crews of all suspicious vessels are to be carefully secured.”

A most alarming mutiny broke out on board the Windsor Castle, the ship on board of which was Admiral Linzee's flag, in St. Fiorenzo Bay, Nov. 10. The reason assigned by the mutineers, was a dislike to their admiral, captain, first-lieutenant, and boatswain, all of whom they declared should be changed before they would return to their duty. Admiral Hotham, Sir Hyde Parker and several of the captains of the fleet went on board to endeavour to prevail on the men to return to their duty, rather than resort to extremities, which they positively refused. Captain Shields, the commander, demanded a court-martial on his conduct: but there not appearing any thing to criminate him in the least, he was acquitted; notwithstanding which, the commander-in-chief, to satisfy the mutineers, sent Captain Gore, another lieutenant, and boatswain to the Windsor Castle; and the mutineers also received a pardon.

On the 18th of June, an action took place between the *Romney*, an English fifty-gun ship, commanded by Captain Paget, and the *Sybille*, a French frigate mounting forty-six guns, twenty-six of which were eighteen pounders, commanded by Commodore Rondeau. Captain Paget passing between the islands of Tino and Myconi with a convoy, discovered a French frigate with a broad pendant flying, anchored close in shore, with three merchantmen. As he was confident of the safety of his convoy from the knowledge of the Inconstant, one of his consorts being in sight from the mast-head, he resolved on attacking the enemy, and ordered his convoy to make the best of their way towards the English ship. Having hauled his wind, and come to an anchor in Myconi road, within little more than a cable's length of his adversary, he summoned him to surrender. Captain Rondeau replied, that he was perfectly aware of the force of the *Romney*, that he was well prepared both with men and ammunition, and that he had taken an oath never to strike his colours. While this was passing, he placed his ship between the English and the town. On this Captain Paget carried out another anchor, and warped his ship further ahead, that he might not injure the houses, or endanger the safety of the inhabitants. The two ships lying abreast of each other, two broadsides were immediately exchanged, and the action lasted, without a moment's intermission, for an hour and ten minutes, when the French commodore, after a gallant resistance, waved his oath and struck his colours. The superiority of guns was greatly on the side of the British; but on the other hand, Captain Paget was seventy-four men short of his

effective complement. On board the Romney ten men were killed and twenty-eight wounded. In the French ship two officers and sixty-two seamen were killed, and ninety-four were wounded. The English consul at Myconi, who was by birth a Greek, on seeing the Romney stand in for the road, came on board magnificently dressed, to pay his visit of ceremony to Captain Paget: when, to his great surprise, he heard the order given for immediate engagement. In his eagerness to escape this unexpected species of entertainment, he seized a rope and sprung overboard, and remained suspended with his head just above the water. In this situation, he remained till the conclusion of the action. When hauled up and assured of the victory, he expressed more joy for his miraculous escape than for the glory of the conquest.

The Dædalus frigate, of 32 guns, commanded by Sir Charles Knowles, having met with very tempestuous weather, on her passage to Halifax, in which the ship received considerable damage, and sprung her main and mizen masts, was obliged to put into Norfolk, in Virginia, North America, where she took in new masts, and was about to sail, when a French squadron, consisting of two sail of the line, six frigates, and two corvettes, arrived, and blocked her up. On the 20th of April the French put to sea with a large fleet of merchantmen, bound to France, leaving only the Concorde frigate, and a corvette of 16 guns. Sir Charles Knowles was now determined to proceed to Halifax, and was making every arrangement to get under sail and engage the French ships, should they attempt to molest him; when on the morning of the 17th of May he was joined by the Terpsichore, of 32 guns, Captain R. Bowen.

Notwithstanding this accession of force, the French commander shewed a disposition to follow the frigates, and bring them to action. Sir Charles Knowles stood off from Cape Henry four or five miles, and then hove to; upon which the Concorde tacked, and returned to her anchorage.

Important events now recal our attention to the West Indies. The disaffection of the white inhabitants of the French Islands encouraged the English government to make stronger exertions in that quarter during the present year, and an armament was sent out under the command of Admiral Sir John Jervis and Lieutenant-general Sir Charles Grey. The expedition was delayed for some time by the troops destined for this service being sent to the coast of West Flanders, in order to assist the allied army, then closely pressed by the French; the armament however at length arrived at its destination, and rendezvoused in Carlisle Bay, in Barbadoes, when it consisted of the following ships:

<i>Guns.</i>		
The Boyne of	98	Vice Admiral Sir John Jervis:
		Captain G. Grey.
Vengeance	74	Commodore C. Thompson.
		Captain Pawlett.
Irresistible	74	——— John Henry.
Veteran	64	——— Cha. Edm. Nugent.
Blanch -	32	——— Christopher Parker.
Terpsichore	32	——— Sampson Edwards.
Blond -	32	——— John Markham.
Solebay -	32	——— Wm. Hancock Kelly.
Beaulieu -	40	——— John Salisbury.
Quebec -	32	——— Josias Rogers.

Guns.

The Rose of	- 23	Captain Edward Riou.
Nautilus	- 18	—— James Carpenter.
Rattlesnake	18	—— Mathew Henry Scott.
Sea-flower	16	—— William Pierrepont.
Zebra	- 18	—— Robert Faulkner.
Experiment	44	—— Simon Miller
Woolwich	44	—— John Parke.
Dromedary	44	—— S. Fatham.
And Vesuvius bomb		—— Charles Sawyer.

} armed
on flute.

This force, accompanied by store-ships, transports, and gun-boats, sailed from Barbadoes in the beginning of the month of February, 1794, for the reduction of Martinique. During the siege of Fort Louis and Fort Bourbon in that island, it received a reinforcement composed of the

Guns.

Asia	- 64	Captain John Brown.
Santa Margarita	36	—— Eliab Harvey.
Assurance	- 44	—— Velters Corn. Berkley.
Ceres	- 32	—— Richard Inledon.
Winchelsea	- 32	—— Lord Visc. Garlies.
And Roebuck	44 hos.sh.	—— Andrew Christie.

The total land force, embarked for the attack on Martinique, consisted of six thousand and eighty-five men ; but many of these were in a bad state of health, and nearly a thousand were left sick at Barbadoes. These troops were divided into three brigades : the first commanded by Lieutenant-general Prescottt, the second by Major-general Thomas Dundas, and the third was to be under the orders of Major-general Prince Edward ;

but till the arrival of the prince from Canada, was commanded by Lieutenant-colonel Sir Charles Gordon. These forces were strengthened by detachments of seamen and marines.

The armament was soon off the coast of Martinique, where three landings were made, each at a distance from the other, for the purpose of distracting the enemy's attention and giving an alarm in all quarters. One near La Trinité, on the north-east side of the island, by the division under Major-general Dundas, and Commodore Thompson, on the 5th and 6th of February. Another on the south-east coast at the same time near Trois Rivières, St. Luce, and Cul de Sac Marin, under Sir Charles Grey and Lieutenant-general Prescott. A third to leeward, at Cas de Navires, under Sir Charles Gordon, on the 8th of February.

The first division having effected their landing, carried a post called La Brune, situated on an eminence immediately over the town of Trinité, after an action of about fifteen minutes. They soon after took possession of Fort Louis, and a fort commanding the harbour of Trinité, which the enemy evacuated after setting fire to the town. The fire was extinguished, and great part of the town saved by the exertions of the seamen attached to this division, under the command of Captain Salisbury. This fort bore the name of Bellegarde, its commander, the general of the negroes and mulattoes. After firing the town he retired to the mountains. Gros Morne, a post strongly fortified, and the key of the principal pass between the northern and southern parts of Martinico, was also deserted by the enemy. Morne Bruneau, about two leagues to the north-east of Fort Bourbon, Fort Matilda, and Colon, fell soon afterwards.

Bellegarde's troops made an attempt to recover Fort Matilda; but were, after a sharp conflict, repulsed by the bayonets of the grenadiers of the ninth regiment, headed by Colonel Craddock. The post of Colon was also ineffectually attacked three times by the enemy on the night of the 11th. This day the strong post of Le Maitre had also been occupied by the British.

The part of the army which landed under Sir Charles Grey near Trois Rivières, was not less vigorous in its progress. Having proceeded to Rivière Salée, about two leagues distance from Trois Rivières, a detachment under the command of Brigadier-general Whyte, carried the two batteries of Cape Solomon and Pointe à Burgos. These facilitated the taking of Pigeon Island, the possession of which was necessary to secure a safe ingress for our shipping into the harbour of Port Royal. This island is situated on the south side of the bay of Fort Royal, at 200 yards distance from the shore. It is a steep rock about thirty yards above the level of the sea, and 300 paces round, accessible only on one side by a ladder fixed against a perpendicular wall. On the north side of the bay is Fort Louis and the town of Fort Royal, and immediately behind it Fort Bourbon, situated on a steep hill. The island was defended by seventeen large pieces of cannon, four thirteen-inch mortars and a howitzer. On General Whyte's marching to attack it, the enemy landed troops for the purpose of cutting off the communication between him and the head-quarters at Salée: they were however dislodged by the 70th regiment, under the command of Colonel Dundas and Lieutenant-colonel Johnson. General Whyte having been in the mean time strengthened by a supply of soldiers and ordnance, Colonel Symes with a

detachment of the 15th regiment, and 200 seamen armed with pikes, swords, and pistols under the command of Lieutenants Rogers and Rutherford, ascended the heights on the ninth, and got possession of Mount Matharine, which entirely commands the island. Batteries were soon erected, which, in the space of two hours, obliged the enemy to strike their colours, and surrender at discretion. About this time, the 15th regiment, led by Major Lyon, and commanded by Capt. Paumier, surprised and defeated several hundreds of the enemy strongly posted on the heights of Grand Bouclain. In the interim, the sole impediment to the admiral's co-operating effectively with the general being removed by the capture of Pigeon Island, he sailed with the rest of the fleet from Ance L'Arlet, and anchored in Fort Royal Bay.

The column commanded by Sir Charles Gordon, which landed to leeward on the side of Cas de Navires, was covered by a division of the fleet under the command of Captain Rogers of the navy. This column found the enemy in possession of the great road leading into the country, and the heights above it. A part of the troops however made an unperceived movement towards the mountains, and gained the most commanding point in the vicinity by day-break on the 9th. The English pushing on through a most difficult country, carried all the batteries between Cas de Navires and Fort Royal: they then seized the posts of Gentilly, La Coste, and L'Archet, which are within a league of Fort Bourbon.

The division under Sir Charles Grey now moved forward to Bruneau, and joined Lieutenant-general Prescott, who had reached this place; a plan for the attack

of St. Pierre having been previously concerted between the commander in chief and General Dundas, who put himself in march towards the town. The general having detached Colonel Campbell from Gros Morne through the woods by Bois le Duc to Montigné with the second battalion of light infantry, and the 56th regiment, himself proceeded towards Morne Rouge, driving the enemy before him, and repulsing them wherever they attacked him. He had during this march a very narrow escape from assassination: as he was one day writing in his tent, a man presented himself at the door and demanded to speak to him. Wishing to frighten away the intruder, he called out to the centinel to bayonet him. The villain, conscious of guilt, conceived the order given in earnest, and dropped an oiled dagger. On being seized he was proved to have been the assassin of a French royalist.

The general now gained Morne Rouge: from thence he saw Colonel Campbell, who was within half a mile of Montigné, warmly pressed by the enemy who had the advantage of a strong position. He immediately pushed forward his advanced guard, consisting of sixty-three men, commanded by Captain Ramsay of the Queen's regiment to his assistance: these gaining the summit by extraordinary exertions, attacked the enemy, then engaged with Colonel Campbell's party, silenced their fire, and soon afterwards took possession of Montigné. Their assistance was unfortunately too late to save the gallant Colonel Campbell, who fell within twenty yards of the enemy, rushing on at the head of the light company of the 40th with bayonets fixed. General Dundas had not been long here before he was attacked by five or six hundred men. These gave way

after a contention of about twenty minutes, and abandoned a redoubt they had taken possession of in front of the general's post during the night. While the general continued successfully advancing, Colonel Symes, who, according to a concerted plan, had embarked with Major Maitland and a detachment of soldiers and seamen, landed, and carried the town of St. Pierre.

The enemy had previously sent to General Dundas, who was advancing against the town to demand an interval of five days to consider of a capitulation. The request was refused, and a flag of truce dispatched limiting them to as many hours. This messenger found the general anticipated in his attack, and the English flag already flying on the walls.

St. Pierre being taken, the enemy's chief strength was concentrated in Forts Louis and Bourbon. Fort Louis, the ancient strong hold of the island, is situated on a neck of land running into the sea, which forms one side of the Carenage, an excellent harbour. Fort Bourbon, built under the direction of the Marquis de Bouille, is built on a hill, at the bottom of which in low and swampy ground, lies the town of Fort Royal. From the moment of the admiral's anchoring in Fort Royal Bay, he had bombarded the fort and harassed the garrison by constant nocturnal attacks with gun-boats. More vigorous operations were soon commenced, and additional bodies of seamen landed under the command of Captain Rogers of the Quebec: these occupying the posts at Cas de Navires, which had been relinquished by the troops, formed a camp near Point Negro. Most of the transports, protected by some ships of war, got up into the Cul de sac de Cohee, a harbour at the north-east end of the bay, from whence they had a commun-

cation with Sir Charles Grey's army, secured by a chain of posts established between a landing-place lately formed and the heights of Bruneau.

Fort Bourbon, where Rochambeau commanded, could not be closely invested without the possession of the heights of Sourier, occupied by Bellegarde, who was still at the head of a considerable force. It was now determined to attack him; but his own rashness accelerated his ruin. Descending the heights with a party of his troops, he fell upon Sir Charles Grey's left towards the landing place, in the hope of cutting off the communication between the army and the fleet. He was checked in his career by a reinforcement, brought up by General Prescott. While he was thus held in play Sir Charles Grey detached the third battalion of grenadiers, commanded by Lieutenant-colonel Buckenridge, supported by the first and second battalions of light infantry under Lieutenant-colonels Coote and Blundell, who attacked his post, weakened by his sally, and got possession of his artillery and camp, where they found an excellent dinner, which was of course considered as lawful spoil. Sir Charles Grey, in the mean time supported General Prescott by a cannonade from his camp at Bruneau. The general of the blacks, unable any longer to make head against General Prescott, and sustain Sir Charles Grey's fire, gave way and retreated to the heights of Sourier, which he had recently quitted. Instead, however, of finding an asylum there, he had the mortification of seeing his post occupied by the English, and was driven by the fire of his own guns under the walls of Fort Bourbon. The British, pursuing with great impetuosity, were exposed to a heavy fire of grape from the fort, which compelled them to retreat with loss

to their new acquisition. Though his pursuers were repulsed, Bellegarde was unsuccessful in his attempt to seek shelter in the fort: Rochambeau, who commanded there, shut the gates against him, and left him to provide for his own safety.

Immediately after forcing Bellegarde's camp, and getting possession of the height of Sourier, the general received a message from Rochambeau, who offered to deliver up the island on condition of its being restored to France, in the event of royalty being re-established, or the republic acknowledged; which proposals were peremptorily refused, and the siege commenced; but the making a road from the wharf to Sourier, the constructing batteries, the dragging of artillery up the heights, and other necessary preparations, delayed the opening of the first parallel for some time. The road, nearly five miles in extent, part of which was cut through a thick wood, and part through an acclivity, which a loaded mule could not ascend in a direct line, was made in the space of three days by only 300 men, principally seamen. Cannon were also lodged on the heights by the exertions of the navy, a work, which even excited surprise in those who had often witnessed their efforts on similar occasions. Forts Bourbon and Louis, and the town of Fort Royal, were completely invested the 20th of February. General Prescott broke ground on the north east side the 25th, and fascine batteries were erected on the west towards La Coste by Sir Charles Gordon. Bellegarde, whose situation was become desperate, now surrendered on conditions, and was suffered to retire to America, where he had previously taken care to lodge a considerable treasure, the fruits of plunder and confiscation.

On the 4th of March, Prince Edward arrived from Canada, and immediately took the command of Sir Charles Gordon's brigade. On the 17th of this month new batteries opened on Fort Louis from Point Carriere, a neck of land, which forms the south-west side of the entrance of the Careenage, about 200 yards across the harbour; while the batteries on the heights played on Fort Bourbon. A most gallant action, performed about this time by the gun-boats stimulated the courage of the besiegers, and hastened the fall of the forts. A report had been spread that a great number of British prisoners were confined on board a French frigate, called the *Bien Venue*, anchored in the Careenage, and consequently exposed to the fire of the English batteries. Lieutenant Bowen of the *Boyne*, who had for a considerable time commanded the night guard and gun-boats, entering the Careenage with his row-boats, he boarded and carried the frigate, and absolutely for a short time turned her guns upon the fort. He then brought off the officers and the few men who were on board under a tremendous fire of grape and musquetry from the ramparts and parapets of the fort. As the enemy's bullets flew thickly round them, he suffered his prisoners to lie down at the bottom of the boat that they might not suffer by their fire. The English prisoners were unfortunately confined in another ship farther up the harbour. The naval and land commanders were, according to their own account, encouraged by this gallant enterprize to attempt Fort Louis and the town by assault. Ladders of bamboo and cordage were constructed for the *Escalade*, and the *Asia* of 84 guns, and *Zebra* of 16, were ordered to hold themselves in readiness to enter the Careenage, in order to batter the walls and cover the approach of flat-bottomed boats collected

in the bay round Point Carriere in which men were to be embarked for the assault, under the direction of Commodore Thompson. The grenadiers and light infantry were to advance with field-pieces from the camp of Sourier, along the side of the hill under Fort Bourbon, and take a position commanding the bridge, which connected the town with the road leading up to Fort Royal. An incessant cannonade was kept up against the two forts during the whole day and night of the 19th, and the morning of the 20th till about ten o'clock; when the *Asia* and *Zebra* got under way. The former, either from the unskilfulness or treachery of the pilot, baulked the expectations of the besiegers: when just at the entrance of the Carénage she hove about, then again stood for the mouth of the harbour, and a second time retired. Captain Faulkner of the *Zebra*, who had in the mean time been exposed to an incessant shower of grape, despairing of assistance from his consort, determined to make the attempt alone. Running his sloop close to the wall of the fort, he drove the enemy from their works by the closeness and rapidity of his fire, then landed, scaled the ramparts at the head of his ship's company before the flat-bottomed boats could land, and hoisted the British colours, which were immediately saluted by three cheers by the fleet. The detachment of seamen in the flat-bottomed boats approached the breach in front, and took possession of the town of Fort Royal, assisted by a battalion of grenadiers and light infantry from Prince Edward's camp at La Coste.

The loss of Fort Louis soon induced Rochambeau to surrender Fort Bourbon; and the whole of the island, by the reduction of these places, fell into the possession of Great Britain. The loss sustained by the navy

Martinique was fifteen killed and thirty-two wounded. The squadron now sailed from hence to attempt the reduction of St. Lucie, which surrendered after the semblance of a defence.

Guadaloupe was the next object of the armament. The admiral having returned to Martinique, and made all necessary preparations, sailed from thence on the 8th of April with the general and his forces, embarked in transports and ships of war to attack this valuable island. The following day Captain Rogers was dispatched with the *Quebec*, *Ceres*, and *Blanche*, to take possession of the *Iles des Saints*, a cluster of small islands, lying between Dominico and Guadaloupe. This he effected without any loss on the 10th, on which day and the next the greatest part of the fleet arrived off Point-a-Petre in Guadaloupe.

On the 11th, at one o'clock in the morning, though the whole force was not assembled, owing to most of the transports having been set to leeward by a current, a landing was effected in the bay of Point-a-Petre, under the fire of Fort Fleur d'Epee, and a three-gun battery at Grozier. The force put on shore consisted of regulars, marines, and seamen, under the command of Colonel Symes. Their disembarkation was covered by the *Winchelsea*, commanded by Lord Garlies, who laid his ship within half musquet shot of Grozier, and soon silenced its guns by the closeness of his fire. Three divisions, more troops having arrived, were appointed for the attack of Fort Fleur d'Epee. The first commanded by Prince Edward, consisting of two battalions of grenadiers and one hundred of a naval battalion, was destined to attack Morne Mascot, a height within musquet-shot of this fort, which it commands. The

second, under the orders of General Dundas, and composed of two battalions of light infantry, and one hundred seamen, was to storm Fort Fleur d'Epee in the rear, and cut off its communication with Fort Louis and Point-a-Petre. The third, commanded by Col. Symes, and formed of a battalion of grenadiers, another of light infantry, and the remainder of the naval battalions was ordered to proceed by the road on the sea side, and co-operate with General Dundas. The time of the different columns commencing their march was regulated by the distance each had to traverse: a measure, which ensured an exact coincidence in their attacks. A gun, the appointed signal, being fired from the Boyne, the troops rushed to the assault. The out-posts were speedily driven in, and the sides of the hill on which the fort is situated, covered by the assailants, who pushed forward with swords, half pikes, and unloaded musquets, and scrambled up the acclivity under an incessant shower of grape and musquetry. Some of the sailors immediately jumped in at the embrasures, and drove the enemy before them; while the soldiers who had run to the gates, after some time succeeded in forcing them, and fell on the garrison. They however defended themselves for some time with great gallantry. At length victory decided in favour of the English, who, heated by the contest, put the greatest part of the enemy to the sword: the remainder sought safety in flight, rushing out at the gates, springing through the embrasures, or leaping over the walls, in the hopes of gaining Point-a-Petre. From this place they were also driven by our troops, who pursued them to the harbour. Here they embarked and gained Basse Terre, before a force detached from the fleet could intercept them. With this

fort fell Hog Island and Fort Louis, an old work commanding the entrance into the harbour. The loss which the English sustained on this desperate service was two midshipmen and eleven seamen wounded; in the army fifteen were killed, and forty-five wounded. Amongst those who suffered, the fate of a seaman of the *Boyne* is perhaps the most interesting. This man had petitioned for the honour of hoisting the British colours, in the event of the fort being carried. As his former services justified his pretensions, he was entrusted with the union jack, which was wrapped round him in several folds, that he might be the better able to defend it. He got into the fort with the rest, and regardless of every danger, immediately rushed towards the ensign staff, struck the French colours, and was endeavouring to disengage himself from his wrapper in order to hoist the British in their stead, when some English soldiers coming suddenly round a corner of the building mistook him for one of the enemy, and attacked and severely wounded him, before they discovered their mistake. The poor fellow however recovered, and lived, to give fresh proofs of zeal and intrepidity.

On the 14th the *Quebec* and the other frigates with the transports crossed over to the other side of the bay, and in the afternoon the grenadiers and light infantry commanded by Prince Edward, and a party of sailors under Captain Rogers, were landed in *Basse Terre*, at a village called *Petit Bourg*. On the same day Lieutenant Colonel Coote advanced from *Petit Bourg* to *St. Mary's*, where he was joined by a battalion of grenadiers, and where Sir Charles Grey arrived on the 15th. The troops advancing principally along the shore, reached *Trou Chien* on the 16th, which had been aban-

doned by the enemy. Before dark they halted on a high ground above Trois Rivières, from whence two redoubts, and the strong post of Palmiste could be seen; but which the fatiguing march of the English disabled them from attacking on that night, as had been previously intended.

Major-general Dundas, having sailed from Point-a-Petre on the 15th, with one battalion of grenadiers and two of light infantry, arrived on the night of the 17th at Vieux Habitant, some miles north-west of the town of Basse Terre, where he landed without suffering any loss. Having taken possession of Morne Magdaline, and destroyed two batteries, he detached Lieutenant-colonel Blundell with the second battalion of light infantry, who forced several strong posts of the enemy during the night.

At the same time Sir Charles Grey made dispositions for the attack of the redoubts of Arbaud and the battery of Anet at Grand Ance; but at eight o'clock in the evening the enemy evacuated the former, setting fire to every thing near it. Colonel Coote advanced against the battery of Anet at the head of the first light infantry, and was in possession of it by day-break on the 18th, having, without any loss to his own party, killed, or taken every man who defended it. Sir Charles Grey now moving forward from Trois Rivières and Grand Ance, carried the strong post of Palmiste with the bayonet on the morning of the 20th. The command of Fort St. Charles and the town of Basse Terre (great part of which had been burnt by its inhabitants on the approach of the English) had been gained by the possession of Palmiste, and a communication had also been secured with General Dundas's division, which had

made its approach by Morne Howell: under these circumstances General Collot, the commandant of the enemy's troops, considering further resistance impracticable, surrendered Guadaloupe and its dependencies, on condition of being transported with his garrison to France, who previously engaged their word not to serve against England, or her allies during the war. This last condition was invariably included in all the capitulations granted in the West Indies. The number of men capable of bearing arms in Guadaloupe was 5877, and the arms furnished for their defence 4044. The very night after their surrender a plan formed by the garrison for rising and murdering the English was defeated by the vigilance of General Dundas.

Just after these islands capitulated, a re-inforcement arrived from Europe, which the government directed either to be retained for the defence of the newly acquired possessions, or disposed as the commander in chief should think fit. Sir Charles Grey conceiving it would be best employed in St. Domingo, dispatched the troops to that island, under the command of General Whyte. As the navy bore no share in these operations we shall consequently overlook the proceedings of the English in that quarter.

The attack of Port-au-Prince was now undertaken by the navy and army in conjunction. The land forces consisted of the 22d, 23d, and 41st regiments, with the exception of their flank companies, under the command of General Whyte. The ships destined to co-operate with the troops were commanded by Commodore Ford. One seventy-four, two sixty-fours, one fifty gun ship, three frigates, and three sloops composed the squadron.

Commodore Ford disembarking General Whyte and the troops destined for the attack on the land side of Fort Bissoton, ordered the *Belliqueux* and *Sceptre* to batter the works from the sea, while the *Penelope* at the same time anchored close to the shore, in order to flank a ravine to the eastward at the back of the fort, and to second the operations of a detachment of the army: these were to land to the westward just out of gun-shot of the place, and to act as the exigencies of the service might require. From this arrangement the fort was attacked on both flanks and centre at the same time.

Captains Brine and Dacres, who commanded the *Belliqueux* and *Sceptre*, stood for the fort on the 31st of May, and stationing their ships with great precision, commenced a brisk and well directed fire against the fort, while the *Penelope* made a similar attack on the ravine. The *Europa* and the *Irresistible* also got under sail in order to throw in their fire whenever opportunity offered, and to keep off a body of the enemy, who seemed disposed to impede the disembarkation of the troops. At five o'clock a detachment was entirely landed under the conduct of Captain Affleck of the *Fly* sloop. Though the fort returned the fire of the ships, after they were once stationed without vigour, and sometimes appeared entirely silenced, yet the French colours still continued to fly, and a few shot at long intervals fired, till a tremendous deluge of rain and a crash of thunder put an entire stop to the faint cannonade: availing themselves of this circumstance, sixty men, commanded by Captain Daniel of the 41st regiment, stormed and carried the works.

An attack was meditated against the remaining posts, but the confusion and precipitation of the enemy rendered it unnecessary: they evacuated the town on the night of the third without burning the ships in the harbour, which they had previously taken every necessary measure to destroy.

The rapid successes of the British arms soon met an unexpected check; a squadron arrived at Grande Terre from France, consisting of two frigates, two forty-fours armed en flute, and two transports, the whole containing about 1500 troops. These were commanded by a military officer, who was entirely under the controul of Victor Hugues, a commissary from the national convention. The death of the officer, which happened soon after the disembarkation, left Victor Hugues the undivided command of the forces. He proved himself entirely equal to the task. Active and daring, he was seldom deterred by difficulties, or checked by the considerations which often suspend the projects of those gifted with the strongest spirit of enterprize, and the greatest share of persevering courage. The most unfortunate combination of circumstances favoured his descent in Guadaloupe. The re-inforcement, which arrived from Europe had been detached to St. Domingo, and the French found the English forces, though stronger here than in the other islands, dreadfully wasted by the yellow fever. General Dundas, the governor of the island, died at this critical period of that disorder. A strong disaffection to the English interest, from whatever cause it proceeded, prevailed throughout the island, even amongst many of those who had at first been most eager to seek their protection. Many of the royalists

abandoned them, and the blacks and mulattoes rallied in crowds round the standard of the invaders. Fort Fleur d'Epee was soon carried by the republicans. An ineffectual sally was made by some royalists, who fled at the commencement of the action, notwithstanding the attempts of Captain M'Dowall of the 43d regiment to rally them, and a vigorous resistance made in their support by a small British force commanded by Lieutenant-colonel Drummond of the same corps. Twice at the head of his little garrison, composed partly of English merchants and seamen, he repulsed the assailants; till at length, oppressed by numbers, and deserted by the royalists, he withdrew into Fort Louis in Point-a-Petre: but finding his force too small to occupy this post, he embarked with his brave companions, now reduced to forty men, and set sail for Basse Terre.

Sir Charles Grey and Sir John Jervis, who were at St. Christopher's, on receiving this melancholy intelligence, came to the succour of the English. They found them completely driven from the whole of Grande Terre, and the enemy's fleet anchored in the bay of Point-a-Petre.

The French now crossed the river Salee to Basse Terre, and took post at Berville plantation, a commanding spot of ground, strengthened by great natural advantages. But their first success was short: they were attacked by brigadier-general Dundas, with the first light infantry led by brevet-major Ross, the 39th regiment under major Magan, and a detachment of artillery with two field-pieces, were completely routed and driven into the water, where many of them were drowned, and more perished by the fire of their pursuers. A few swam across the harbour to Point-a-Petre.

The commander in chief having now collected a force from the adjoining islands, determined to attempt the recovery of Grande Terre; and on the 19th of June effected a landing about six miles to the windward of Grozier, under cover of the shipping. He advanced and got possession of that battery which was abandoned by the enemy, who took shelter in Fleur d'Epee, having burnt all the houses and sugar-works, which lay in their road.

During these transactions at Gaudaloupe, the spirit of insurrection and pillage had begun to appear in the other islands; and Lieutenant Macnamara of the marines, having been sent to secure Descada against any attempts of the enemy, on his arrival, was attacked by a party of the inhabitants, who had formerly surrendered the place to the English, and a rabble of plunderers. He drove these to the mountains, and hung some prisoners as an example.

In the mean time the English force, which had recommenced offensive operations in Grande Terre, were employed in erecting batteries at Grozier against the fort of Fleur d'Epee. On the afternoon of the 22d, 180 seamen were landed from the Boyne under the Salines to windward of Grozier, and took post on the heights near it, commanded by Lieutenants Woolley, Thompson, and Maitland. Other parties of seamen were also disembarked at Grozier. On this day Capt. Stewart and Lieutenant Woolley marched from the camp with a party of seamen and soldiers, and ascending undiscovered the eminence, on which it is situated, attacked and carried St. Ann's fort, a strong post about twelve miles to windward. They were obliged to evacuate it again on account of the smallness of their force, on the enemy's attempting to cut off their retreat; but

they dismounted the guns and destroyed the ammunition. While they were attacking the fort, a party of emigrants, who had accompanied them, marched into the town of Point-a-Petre, where they committed the most brutal excesses, till they were checked by the interference of the British officers: Only one of our troops was wounded in this assault: the enemy had 400 killed.

On the 24th the batteries were opened against the fort of Fleur d'Epee; and the besiegers some days afterwards received a reinforcement, unperceived by the enemy, from Berville, where an English camp was now formed. They were very successful in their first operations, and in one action defeated a very large body of the enemy with great loss: This force, consisting of about 1000 men, marched out of Fleur d'Epee, apparently with the design of attacking a detachment of light infantry under Colonel Gomm, stationed on the right of the grenadiers, who occupied Morne Mascot, which the English had a second time carried. Their real attack was however directed against this height, the defence of which they hoped would be weakened by part of the grenadiers marching to the assistance of the light infantry. This feint was too ill-managed to succeed: they were soon discovered ascending the sides of Mascot, marching with colours flying, and singing republican songs: they were covered in their advance by showers of grape from the fort, which obliged General Fisher, who commanded the grenadiers to order his men to lie flat on the ground till the enemy should come to close quarters. When the assailants were within a few yards of them, they sprung forward, and after an obstinate engagement drove the enemy down

the hill with great slaughter. A second attempt on this post on the succeeding day met with no better success.

The loss sustained by the republicans, the sufferings of our troops from fatigue and disease, the pressure of the rainy season, which had already commenced, and the approach of the hurricane months now induced Sir Charles Grey to make one determined effort to finish the campaign by the storm of fort Fleur d'Epee. He saw his force thinned every day by incessant fatigue, and the diffusion of yellow fever, while the enemy was intimidated and weakened only for a time, and likely to fill up his ranks by the accession of the colonists. In consequence of this resolution General Symes was ordered to advance from Morne Mascot, and attack Morne Gouvernement and the other commanding heights round the town of Point-a-Petre during the night; while the commander in chief, on receiving the signal of his success, was to advance from Morne Mascot and escalade the fortress of Fleur d'Epee. A most unfortunate error, or the timidity or treachery of the guides frustrated this enterprize, and nearly completed the destruction of the small English force which remained: General Symes's party having advanced a considerable distance on their march, a detachment of seamen in the rear of the column were ordered to advance: running from the rear with their accustomed eagerness for near a mile, they passed the various advanced parties of the detachment, and had just attempted to form in front of the grenadiers, who were to support them, when the bugle sounded the signal to advance. Scarce thirty were assembled under Lieutenant Woolley; and Captain Robinson, who commanded the whole, remained to form and bring up the remainder: almost immediately after this they found themselves in front of posts,

which the guides had assured them they could pass undiscovered. They were soon exposed to a powerful and incessant cannonade from Morne Gouvernment, and other batteries and guns in the road, many of which were planted in tiers behind each other: from these the enemy were driven by the pikes and bayonets of the English, who had scarcely carried one tier of guns, when they were exposed to the fire of another. The whole soon became a scene of horror and confusion, which baffles all description; they now, instead of scaling the heights, rushed into the town: here they were exposed to incessant volleys of grape in every direction; thirty-nine men were killed by one discharge from a frigate in the harbour, whose guns enfiladed a street in which they were drawn up, while musquetry played on the detachment from every window. Still dashing forwards, they entered the houses from which the inhabitants had fired, and bayoneted or piked their opponents: many of these flying from their fury, threw themselves into the street, and were shot by others of the party below as they leaped from the windows. At length this unfortunate detachment being greatly reduced in number, weakened by fatigue, and deceived by the darkness of the night into mutual slaughter, General Fisher, the second in command, ignorant of the plans of General Symes who was desperately wounded, and deprived of the greatest part of his officers, sounded a retreat. The miserable remains of the English were harassed as they retired by the enemy, who were however kept at bay by Lieutenant Woolley and a party of seamen from the Boyne, and a detachment of grenadiers, commanded by Captain Stewart. The first of these officers fell, wounded by a musquet-

ball, but was carried off by his seamen. The greatest part of the officers engaged in this unfortunate enterprise suffered by a variety of fates: General Symes was mortally wounded, Captain Robertson of the naval battalion was blown to pieces by an explosion of gunpowder: Captain Burnett, whose arm had before been broken by a musquet-shot, suffered greatly by the same accident, and was so disfigured by the powder that he nearly perished by the bayonets of his own grenadiers, who mistook him for one of the enemy's blacks, and wounded him severely: discovering their error, they expressed the greatest horror at their unfortunate mistake, and brought him off in their arms. Lieutenant Conway of the 60th regiment was also dreadfully burnt, but continued to lead on his men, and animate them by his glorious example, till he fell by a shot through his body. Ten officers fell, and thirteen were wounded; many of these mortally.

Sir Charles Grey, who had waited for this party's gaining the heights round Point-a-Petre, in order himself to storm Fleur d'Epee, was now convinced of the impracticability of the measure, by the sight of the melancholy remnant of those, to whom he had trusted to facilitate his attempt. Further offensive operations became impossible, and he returned to Martinique, where, as well as in the other islands, a banditti had begun their depredations, encouraged by the reduction of the English force.

The English in Guadaloupe were now again obliged to retreat to Basse Terre. The head-quarters were at camp Berville; the commander in chief sent an officer to England to demand a reinforcement; and the strongest precautions, were, in the mean time, taken to prevent the enemy passing the river Salée; notwithstanding

ing which, during a dark night, the enemy eluded the British shipping, and effected two different landings at Basse Terre: all the scattered force of the English near the camp at Berville was on this concentrated there; but a number of sick and wounded that could not be removed from the hospitals at Petit Bourg, unfortunately fell into the hands of an enemy, in whose eyes misery found no compassion, whose barbarity no sufferings could disarm. The passage from the hospitals to the wharf was strewed with the bodies of those whose strength had not been entirely exhausted by disease, and who were attempting to crawl to the shore, and seek an asylum in the boats of their countrymen. Some succeeded in reaching them, and Captain Boyer of the Assurance, who afterwards died of the yellow fever, had the satisfaction of rescuing some of these unfortunate men from their persecutors; but the greatest part were frustrated in their attempt.

The enemy advanced to Point Bacchus, and made prisoners Colonel Drummond, and a party of French royalists and English convalescents, who had retired from Petit Bourg to this place. They then formed a junction with another detachment, which had landed at Bay Mahault. The commanding heights were soon possessed, and Camp Berville was entirely surrounded on the land side. On the 29th of September the enemy attacked the advanced works in great numbers: a heavy fire was immediately opened upon them, and a severe contest ensued, which was continued with equal spirit on both sides for three hours, when the besiegers having been already twice charged by the British, were on the third attack repulsed with the loss of 700 men in killed and wounded. They also dispatched a great many gun boats from Point-a-Petre, some of which anchored off

the shore at Berville, and others under Point Bacchus, in order to deprive the garrison of the means of subsistence, by cutting off their communication with the shipping, which they forced by this manœuvre out of the harbour of Petit Bourg. On the 30th they again made a general attack with no better success than the former. This day the admiral, on receiving the intelligence of the enemy having driven the shipping from the harbour, sailed from Martinique, though the hurricane months were not entirely passed, and anchored on the same day off Fort Grozier, where he was fired at by a two gun battery, which discharged red hot shot for a considerable time, but without much effect. His first efforts were immediately directed to opening a communication with the besieged camp; but in this attempt he was baffled by the vigilance of the enemy who occupied every avenue.

On the 4th of October Victor Hugues recommenced the assault with increased numbers, but still without success, having lost in these three attempts 2000 men. These repeated attacks, though unsuccessful, thinned the numbers of the besieged to such a degree, and so harassed the survivors, that a capitulation became inevitable, and General Graham, who had been severely wounded, was induced by the representations of the officers, much against his own inclination, to rescue his little garrison from the certain destruction, which hung over them, by treating for a surrender. The garrison were to march out with the honours of war, and to be sent in French ships to England within twenty-one days after the surrender, under the condition of not serving against the French during the remainder of the war. But the general did not succeed in insuring the safety of the unfortunate royalists, whose deter-

ruined gallantry had merited a different fate, from that which awaited them. Conscious of the intentions of their countrymen, they demanded leave to attempt to cut their way through the republicans, hoping, that in this desperate sally some few might escape, and the remainder die honourably with arms in their hands. The refusal of such a request can only be attributed to the general's not conceiving the enemy would be savage enough to perpetrate what these poor devoted wretches apprehended, or to his being persuaded that all must perish in this desperate attempt: when, on the other hand, a few might escape the vengeance of their enemies; as he had obtained permission to send a covered boat to the Boyne, in which twenty-five of the officers were conveyed. But the remainder, 300 in number, who had defended their posts to the last with persevering resolution, were reserved to perish by the guillotine or the musquet.

After the surrender of Berville, Victor Hugues moved towards the town of Basse Terre, our last possession, and destroyed the plantations and seats of the royalists.

The admiral who had been a helpless spectator of the loss of Berville camp, now bent his whole attention to succour General Prescott, who commanded at Basse Terre, and on the 9th of October anchored within half a cable's length of the town. The two commanders agreed that the whole force which could be collected, should be withdrawn into Fort Matilda, formerly known by the name of Fort Charles, a wretched fortification, the outworks of which being in ruins, instead of benefitting the garrison were a protection to the assailants; and effectually covered their musquetry, which so entirely commanded the works on three sides

that not a man could stir without being exposed to their fire. At this time the French royalists had almost entirely abandoned the English: the militia, who had demanded arms, refused to garrison the fort, and soon deserted to the enemy, and a party in the town ready to burst into insurrection, was alone overawed by the firmness and vigilance of General Prescott, who, while he took every precaution for defeating their plans, wore the appearance of unsuspecting confidence, and continued to ride unattended through the streets with his usual tranquillity. The fort itself was in a miserable condition, having received no repairs since the peace of 1783, and derived no additional strength from the exertions of the commandant, a French royalist, placed in it by the English, who, either from want of power or indolence, had not procured negroes to repair the dilapidated works.

General Prescott had ordered all the batteries along the coast, as well as those on the passes of Palmiste, to be destroyed, the guns spiked, and the magazines blown up; but the quick approach of the republicans, and the insufficiency of the force employed, rendered this precaution vain, and the enemy repaired the damage with success.

For some days after, the whole of his force having been withdrawn into the fort, General Prescott sent parties into the town, as the Boyne still kept the enemy in check; but some guns which the besiegers placed on an eminence, soon drove the admiral from his station; though he still continued to hover about the coast, occasionally throwing reinforcements and provisions into the fort, and maintaining a constant communication with the garrison.

On the 20th a battery on a post called Houelment

opened on the *Terpsichore*, but without effect; and some shells thrown by the garrison silenced the fire, though the enemy soon resumed their courage and returned to their guns. The next day they repeated their attacks on the frigate and compelled her to shelter herself from their shot by getting close in with the land. During the *Boyne's* stay upon the coast, she was frequently engaged with the batteries, and exposed to the mortars, which the French began to play upon her with a great deal of judgment. On the 23d, she engaged the battery, which had at first driven her from her station; she afterwards attacked a battery of which the enemy had just possessed themselves, at the north-west end of the town, and drove them out: but the necessity of her occasionally hauling off the shore, at length enabled the French to complete their purpose. But they never to the last could succeed in preventing her from approaching the land, and maintaining an intercourse with the fort. On the last occasion Captain Bowen of the *Terpsichore* eminently distinguished himself, having anchored the ship close to the fort in a bay under Houelment.

On the 25th, Captain Rogers in the *Quebec*, Captain Riou in the *Beaulieu*, and Captain Vaughan in the *Zebra*, returned from a cruize, on which they had been detached by the admiral, and joined the fleet.

In the mean time the French commander daily increased his forces, by pressing the negroes on the different estates into his army, punishing every instance of defection from his standard, or reluctance to enlist, with instant execution. The English however maintained their ground well, and took every measure their confined means would allow, to maintain their last stake. On the night of the 26th Lieutenant James, at the head

of a party of seamen, marched out of the fort, and set fire to the military hospital, a post of some consequence of which the enemy might have successfully availed themselves.

A few days afterwards the Boyne sailing as usual towards the fort, was becalmed by the high land of Houelment, and exposed to a violent cannonade from the battery for several hours: but she escaped out of the bay without receiving any damage, though she was at a very small distance from the enemy's works, whose elevated situation precluded the possibility of their being annoyed in return. The republicans now began to press the siege with increased vigour, and on the 5th of November, ten batteries opened at the same instant on the British garrison; while a party of the besiegers, under cover of the night, took post with a field-piece on the brow of a hill, under which the *Terpsichore* and *Experiment* were anchored. These, as soon as the seamen were arranged in the morning to wash the decks, poured in a shower of musquetry from above, which completely confounded the crew of the two frigates, who had not the least idea of such an attack. The *Experiment*, whose captain happened to be absent, endeavoured to escape, but being becalmed could not effect her purpose till after a considerable time. Captain Bowen in the *Terpsichore* met this storm with his usual coolness. He immediately ordered up all the musquets that could be found, and encouraged his men to return the fire, which they did with some success, till the field-piece was brought to bear on them: this at length compelled them to weigh anchor, and they were infinitely too much below their enemies to bring their great guns into use, and attempt any serious retaliation.

During the whole siege the garrison were obliged to

bring their water from the river Galion; for, the besiegers having cut off the aqueduct that supplied a tank in the fort, their water became foul. To remedy this distress they were obliged to send a party every morning and evening to the river, protected by an armed detachment; while cohorns and grape shot fired into the ravines and woods beyond the Galion, secured the men employed on these expeditions from any serious molestation.

Nothing of consequence now happened for some days except that Victor Hugues sent an insolent summons, which General Prescott treated with contempt. But it was clear that the garrison could not much longer resist the increased force of the enemy; nor was a small reinforcement, which arrived about this time from England, capable of turning the tide of affairs in this island. Sir John Jervis and Sir Charles Grey exhausted by the climate and the service, and finding it impossible to struggle any longer for Guadaloupe with any possibility of success, embarked for England, resigning their commands to Sir John Vaughan and Admiral Caldwell, who brought with him three ships of the line. The English officers were now nearly destroyed by the pestilential fever, the men suffered dreadfully by its ravages, the small force in the West India islands, rendered the further reinforcement of the garrison impracticable, and the fort was nearly in ruins. These melancholy circumstances determined General Prescott to preserve those of his garrison, whom disease had spared, for the defence of our other possessions; and the plan for embarking the troops being arranged with Admiral Thompson, the evacuation was effected on the 10th of December without loss, though two of the garrison deserted to the enemy on the same morning. These men had not

been able to penetrate the intentions of the commander; and so little conscious were the Republicans of the real plans of the British, that they kept up an incessant cannonade and bombardment for three hours after the embarkation had been completed.

On the 25th of December the Fort at Tiberon was attacked by three French armed vessels from Aux Cayes, assisted by a body of troops and some artillery, which were landed; and having erected a battery on a commanding height, commenced a brisk cannonade on the fort, which, after a severe contest, was evacuated by the British on the 29th; the enemy burnt from the fire of their battery the King George armed ship.

The chief occurrence on the coast of Africa was on the 28th of September, when a French squadron, consisting of *L'Experiment*, of 50 guns, two frigates, two armed brigs, and two Guineamen, (which they had captured) well armed, appeared off the settlement of Sierre Leone, which was obliged to surrender. The French landed and proceeded to pillage the town, and then destroyed all the public buildings, and several vessels which were in the river. One of the company's ships of 400 tons was captured. They also pillaged the factory on Bence island, and then proceeded to Cape Mount, where they took and destroyed a great number of ships and vessels. The British ships employed on the coast of Africa this year, were the *Dictator*, of 64 guns, Captain Edmund Dod, and *Fairy sloop*, of 16 guns, Captain Richard Bridges.

With respect to the East Indies we must observe that on the 5th of May, the *Orpheus*, of 32 guns, Captain Newcome, in company with the *Centurion* of 50 guns, and the *Resistance*, of 44 guns, commanded by Captains Edward Pakenham, and Samuel Osborne, fell in with, off the Mauritius, *La Guay Trouin* French ship of 43

guns, and 400 men; which after a sharp contest they obliged to strike, with the loss of twenty-one men killed, and sixty wounded. The Orpheus, which was the only ship engaged, had one midshipman killed, a mate and eight men wounded. The Guay Trouin had been the East India company's ship Princess Royal, which, when taken by the French, was fitted out as a ship of war.

On the 22d of October, the Centurion, Captain Samuel Osborne, and Diomedé, Captain Mathew Smith, being on a cruise off the island of Mauritius, discovered and chased three ships and a brig. At half past three in the afternoon they got within half a musquet-shot; when the French commodore hoisted his colours, opened his fire and a brisk action commenced. At four the French commodore made sail, and was followed by the rest of his ships, excepting the largest, which remained to leeward under a heavy fire, the calm it occasioned, prevented her getting a-head. The whole of the enemy's fire being chiefly directed at the Centurion; her masts, sails, and rigging were so much torn and cut to pieces, that they were entirely useless, by which means she was unable to keep up with the enemy. At forty-five minutes after five the fore-top mast of the ship to leeward was shot away, and she bore up before the wind, the ships a-head followed her, and one of them took her in tow: the Centurion and Diomedé wore after them; but Captain Osborn soon found that the Centurion had received so much damage in her masts and rigging that it was necessary to give over the pursuit, and put the ship's head to the sea to prevent the masts from falling overboard. The island of Mauritius being in sight, the enemy got into Port Louis. The Sybille, which had maintained the greater part of the

L'Inconnue, 16 guns; taken do. do. May 25.

Le Castor, 32 guns; retaken by the Carysfort, F. Laforey, near the Lizard, May 29. -

La Moselle, 18 guns; taken by L'Amiable, S. H. Burrard, off the Hieres, in the Mediterranean, May.

Le Juste, 80; Sans Pareil, 80; L'Amerique, 78; L'Achille, 74; Le Northumberland, 74; L'Impetueux, 78; taken by the fleet under the command of the Rt. Hon. Richard Earl Howe, Vice-admiral of England, on the 15th of June.

Le Vengeur, 74 guns; taken by Earl Howe's fleet, June 1, and sunk soon after, 625 souls lost.

La Sybille, 44 guns; taken by the Romney, Hon. W. Paget, at Miconi, Mediterranean, June 17.

Le Narcisse, 14 guns; taken by the Aurora, W. Effington, off Shetland, June 18.

La Melpomene, 44; L'Auguste, 4; La Mignonne, 32; La Providence, 4; Le Ca Ira, 3 guns; taken in the harbour of Calvi, in the island of Corsica, August 10. La Mignonne, since burnt as unserviceable.

Le Volontaire, 40 guns; run on shore near Penmark rocks, by part of Sir J. B. Warren's squadron and destroyed.

L'Alerte, 18 guns; run on shore by the Flora and Arethusa, ten leagues east of Brest, August 23.

La Sirenne, 16 guns; taken by the Intrepid, Hon. C. Carpenter, and Chichester, R. D. Fancourt, on the coast of St. Domingo, August.

Reprisale, 16 guns; taken by Sir J. Jervis, West Indies.

Quartidi, 14 guns; taken by Sir Edward Pellew's squadron, off Scilly, Sept.

Le Jacobin, 24 guns; taken by Ganges, W. Fruscott, and Montague, W. Fooks, in the West Indies, Oct. 20.

Le Revolutionaire, 44 guns; taken by the Artois, E. Nagle, in company with the Arethusa, Diamônd, and Galatea, about ten leagues, from Brest, Oct. 21.

La Revanche, 18 guns; taken by the Resistance, E. Pakenham, in the Straights of Sunda.

Le Carmagnole, 10 guns; taken by the Zebra, in the West Indies, Dec. 4.

Le Revolutionaire, 110 guns; lost coming out of Brest, on the Mingan rock, Dec.

Le Vengeur, 12; Le Revolutionaire, 20; Le Sans Culottes, 22 guns; taken by the Blanche, C. Packer, in the West Indies, Dec. 30.

1795.

Dutch Vessels captured, according to Orders.—The French Fleet damaged.—Capture of the Nereide, L'Espion and La Fourterelle—Sir E. Pellew takes Eight of the enemy's Vessels—Capture of La Gloire, La Centille, Le Jean Bart, and L'Expedition—The Boyne destroyed by fire—Admiral Cornwallis's Engagement with the French Squadron—Lord Bridport's do.—Sir J. B. Warren's Expedition against the Coast of France—Captures by Sir R. J. Strachan and Captain Alms—Court Martials—Events in the Mediterranean—Engagement between the Dido and Lowestoffe—Naval Actions in North America, the West Indies, &c. &c.

ON the 19th of January, orders were given to seize all Dutch vessels in the British ports. In consequence of which, two 64 gun-ships, Van Brakel, and Zeeland,

a frigate, *Thulan*; two sloops of war, *Steernam* and *Dyl*, nine East India ships, and about sixty sail of other vessels, were captured at Plymouth. On the 9th of February, a proclamation was issued, authorising all ships of war, privateers or letters of marque, to seize and bring into port all Dutch vessels bound either to or from any of the ports of Holland: and also all neutral vessels laden with military stores, bound to any part of the united Provinces. Letters of marque and reprisal were not, however, formally issued against the Dutch, until the 15th of September.

On the 2d of January, Sir John Borlase Warren sailed from Falmouth with a squadron of frigates, in order to reconnoitre Brest. On the third, he detached Sir Sydney Smith in the *Diamond*, to look into the harbour, whilst he remained at some distance with the rest of the squadron. The wind being to the eastward, the *Diamond* was obliged to beat up. At about two o'clock in the afternoon, three sail were observed working up, which were soon perceived to be French men of war; shortly after, one of them anchored between Ushant and Brest. At five, the *Diamond* was also obliged to anchor within two miles of her, to wait for the flood tide. At eleven, Sir Sydney Smith weighed again, and passed within half a mile of the French ship, which he distinctly discovered to be a ship of the line, under jury top-masts, and much disabled. About two o'clock in the morning of the 4th, the *Diamond* was well up with the entrance of Brest harbour, where a frigate was lying at anchor. The ebb-tide making down before it was day-light, Sir Sydney Smith was obliged to keep under sail, to prevent getting to leeward, or creating suspicion; and he continued to stand across the harbour

often within musket shot of the enemy. At day-light, Sir Sydney Smith stood close in, and having satisfied himself, that the French fleet were at sea, he bore away to rejoin and inform Sir John Warren. A corvette which was coming out of Brest, hove to, and made a signal, which not being answered by the Diamond, she hauled her wind and worked in again. Soon after Sir Sydney passed within hail of the line of battle ship, which was still at anchor; she appeared to have no upper deck guns mounted, and very leaky; he asked her commander in French, if he wanted "any assistance." To which he answered, "no, that he had been dismasted in a heavy gale, and had parted with the French fleet three days ago." Some other conversation passed, after which Sir Sydney crowded sail, and stood out to sea. He had so completely deceived the Frenchmen, by the manner in which he disguised his ship, that they had not the smallest suspicion of her being an English man of war.

On the 14th of February, Admiral Earl Howe sailed from Torbay, with the Channel fleet, and was the next day joined off Plymouth, by Rear Admiral Parker, and a squadron of Portuguese ships of war.

The French fleet having suffered considerable damage in a heavy gale of wind, in which one of their three-deckers, *Le Revolutionnaire*, foundered, were obliged to return into Brest. Earl Howe, after having seen the convoy safe out of the Channel, and also receiving certain intelligence that the enemy's fleet were in port, returned to Spithead.

On the 18th of February, Sir John Borlase Warren with the squadron under his command, viz. *La Pomone*, 44 guns; *Artois*, 38 ditto, *Edward Nagle*; *Arethusa*,

38 ditto, Sir Edward Pellew ; Galatea, 32 ditto, R. G. Keaton ; and Duke of York lugger : being on a cruize, fell in with, off the isle of Oleron, a French frigate and 20 sail of vessels under her convoy ; which he pursued half way up the Pertuis d'Antioche, in sight of the isle of Aix ; the tide of flood then setting strong up, and the wind being right in, he was obliged to haul to the wind ; notwithstanding which, he captured one ship, three brigs, two luggers, one sloop, and a national schooner of eight brass guns ; and destroyed ten brigs and one lugger. These vessels were chiefly laden with provisions and cloathing for the fleet and army. The frigate under whose escort the above vessels were, was the Nereide of 36 guns.

On the 2d of March, Captain George Burlton acting in the Lively of 32 guns, in the absence of Lord Garlies, being on a cruize off Ushant, fell in with, and captured L'Espion of 18 guns, and 140 men, lately one of his Majesty's sloops of war ; she was five days from Brest on a cruize. L'Espion was again taken into the service. And on the 13th, this active officer, after an action which lasted for near three hours, captured La Tourterelle French frigate of 30 guns and 250 men : 16 of whom were killed and 25 wounded ; the Lively had only two wounded, one of these was Mr. Loftus Otway Bland, third lieutenant. The Tourterelle was added to the navy.

On the 7th, Sir Edward Pellew, with the squadron under his command, being off the Penmarks at day-light, discovered twenty-five sail of the enemy's vessels close among the rocks, under the protection of a small armed ship ; eight of these vessels Sir Edward took, and burnt

seven ; the remainder ran among the rocks in such a manner as to render pursuit fruitless.

On the 10th of April, Rear Admiral Colpoys being on a cruize in the Soundings, discovered and chased three French frigates, which immediately on seeing the British squadron, separated. At 10 o'clock at night, the *Astrea* of 32 guns, commanded by Lord Henry Powlet, came up with the largest frigate, and after a close action of 58 minutes, obliged her to strike. She proved to be *La Gloire*, of 36 guns, six carronades, and manned with 275 men. The number of her killed and wounded amounted to about 40, among the latter was her commander citizen Beens. The *Astrea* had eight men wounded, three of them dangerously. The *Astrea* and two other ships separated from the channel squadron, at the same time in pursuit of this and two other French frigates. On the ensuing day, one of these called *La Centille* of the same force as the *Gloire*; struck to the *Hannibal*, commanded by Captain Markham. *La Fraternité* of 40 guns escaped. These two frigates were added to the navy. The *Cerberus* and *Margaretta*, two of Admiral Colpoy's cruizers, also captured *Le Jean Bart* corvette of 20 guns, 120 men, bound to Brest with dispatches from the French minister in America. On the 16th the Rear Admiral returned to Spithead from his cruize.

On the 15th, the squadron under Sir John Borlase Warren fell in with, and captured, off the Isle of Rhè, a ship corvette named also *Le Jean Bart*; of 26 guns and 186 men. The next day being off Bellisle, the squadron came up with the rear of a French convoy; took *L'Expedition* ship corvette of 16 guns and 120 men, and two sloops laden with fish; burnt a brig and sloop

in ballast, and drove on shore a brig corvette, and two others of the convoy. The rest with a frigate stood in between the rocks of Hedic and Quiberon Bay, and escaped.

On the 28th of April, a court-martial assembled on board the *Glory* of 98 guns, in Portsmouth harbour, to try Captain Anthony James Pye Molloy, of his Majesty's ship the *Cæsar*, on a charge exhibited against him by Earl Howe, for not having brought up his ship, and exerted himself to the utmost of his power, in the engagements which took place on the 29th of May and 1st of June, 1794. The court continued to sit until the 15th of May, when it met for the last time, and having heard the evidence on the behalf of the prosecution, and that on the part of Captain Molloy; and having duly weighed and considered the same, were of opinion—That the said charges have been made good against the said Captain Anthony James Pye Molloy: but having found that on the said 29th of May, and 1st of June, as well as many former occasions, Captain Molloy's courage had always been unimpeachable; the court were of opinion, that Captain Molloy should be dismissed from his Majesty's said ship the *Cæsar*, and ordered that he be accordingly forthwith dismissed.

At eleven o'clock in the morning on the 1st of May, a fire broke out on board the *Boyne* of 98 guns, at Spithead, commanded by Captain George Grey. The flames burst through the poop before the fire was discovered, and spread so rapidly, that in less than half an hour, this noble ship was in a blaze fore and aft; every exertion of the officers and crew to extinguish it became abortive; immediately on the fire being noticed by the fleet, all the boats were sent to her assistance, by

which fortunate circumstance most of the crew were saved; eleven only are supposed to have perished. The port Admiral, Sir Peter Parker, went on board the Royal William, and made the signal for all those ships most in danger to get under weigh; which although the wind and tide were unfavourable, they executed with great promptness and judgment, and dropped down to St. Helen's. All her guns being loaded, went off as they became heated, the shot falling among the shipping, and some even reached the shore in Stoke's Bay. Two men on board the Queen Charlotte were killed and one wounded. About half past one o'clock she burnt from her cables, and drifted slowly to the eastward, till she took the ground on the Spit, opposite South Sea Castle, where she continued to burn till near six in the evening when the flames having reached the magazine, she blew up with a great explosion. Admiral Peyton's flag was on board the Boyne at the time of the accident, who with Captain Grey, were attending Captain Molloy's court-martial. It has never been exactly ascertained from what cause this dreadful fire originated: the most probable seems to be, that a part of the lighted paper from the marines' cartridges, who were exercising and firing on the windward side of the ship, flew into the admiral's cabin, and communicated with the papers, and other inflammable materials.

On the 9th of May, a squadron of frigates under the command of Sir Richard John Strachan, lying at anchor in Gourville Bay, in the island of Jersey, at three o'clock in the morning discovered 13 sail of the enemy's vessels running along shore; the squadron immediately weighed and gave chase. The enemy hauled close in under a small battery, protected by their armed vessels. The

frigates soon silenced the battery, upon which the enemy abandoned their vessels, and they were taken possession of by the boats of the squadron. They consisted of eleven stout vessels from 80 to 200 tons, chiefly laden with ship timber and naval stores, escorted by an armed brig and lugger. In performing this service two men were killed and 17 wounded.

On the 7th of June, a small squadron under Vice Admiral Cornwallis consisting of his own ship, the Royal Sovereign, a first rate, the Mars, Triumph, and Belierophon, 74 guns each, and the Phaeton and Pallas frigates, discovered and gave chase to a French squadron, consisting of three ships of the line, six frigates, a brig, a sloop and cutter; which stood in, and anchored in Bellisle road, before the admiral could come up with them, although the leading ships, particularly the Phaeton was so near as to fire several shot at them. Soon after chase was given to two French frigates, and a large Dutch-built ship in tow of one of them, which were seen standing round the south end of Bellisle. The headmost ship got within gun-shot, and several were exchanged, which obliged them to cast off the tow; upon rounding the point of the island, the squadron came upon a convoy, eight of which were taken, laden with wine and naval stores from Bourdeaux. The frigates made their escape by running among the shoals. A brig corvette having anchored close in with the south end of the island, the admiral directed Captain Stopford, in the Phaeton frigate, to work in; and if he did not see any works to protect her, to endeavour to bring her out. Captain Stopford made the attempt in the morning; but the battery which had not been observed, opened upon the ship, and annoyed her so much, that Captain

Stopford very properly thought it was not an object of consequence enough to balance the loss the ship was likely to sustain; and therefore rejoined the squadron with the loss of one man killed, seven wounded, and two guns dismounted.

On the morning of the 16th, the Vice Admiral being in with the land near the Penmarks, sent the Phaeton frigate a-head to look out, and had detached the Belleophon to support her. The rest of the squadron followed them. At ten o'clock Captain Stopford made the signal for seeing a fleet, and that it was of superior force to the squadron; but, as he did not lie to, or rejoin the ships, which he was instructed to do in such a case, the Vice Admiral concluded that the signal rather alluded to the number than the force of the enemy, and that their exact strength had not been ascertained. He thereupon stood on with a view of making a fuller discovery, being confirmed in an idea, which he entertained of the French not having many ships of the line at sea, from having lately seen a great number of frigates, and by the report of the officers from the mast-head.

But the Phaeton soon after bringing-to, convinced him, that he was mistaken, and he now made the signal for hauling the wind upon the starboard tack. The French fleet were at this time directly to leeward, close hauled, and some of their ships under a great press of sail. Their force was soon ascertained to consist of thirteen line of battle ships, fourteen frigates, two brigs, and a cutter. Near half of them tacked in shore in the afternoon. Soon afterwards the wind fell very much, and changing its direction, brought the ships, which had lately tacked, to windward of the English. The re-

mainder of the French fleet at the same time lay up for them, and the dawn of the next day displayed their force on both quarters of the English squadron. The Vice Admiral had himself led during the night, the better to avail himself of any favourable opportunity for altering the course of the squadron, without the necessity of making a signal. His first intention had been to place his two worst sailers, the Brunswick and Bellerophon in the van, and the Mars and Triumph, both fast sailers, astern of his own ship, the Royal Sovereign : but finding, that the Brunswick could not pass without stopping all the others, he ordered her to form the rear. The Bellerophon, almost equally deficient in sailing, afterwards got by the Admiral, on his yawing in order to fire upon the enemy. At nine in the morning one of the French line of battle ships began to fire on the Mars ; and while the rest of the French frigates ranged up abreast of the squadron to windward, one, which had kept to leeward, ran gallantly upon the larboard quarter of the same ship, and repeatedly yawed, and fired into her. The line of battle ships came up in succession, and supported a teasing fire at intervals during the whole of the day, during which the Brunswick and Bellerophon, whose ill sailing, the cutting away of their anchors and launches, the getting rid of part of their ballast and other encumbrances, could not materially improve, were obliged to keep a direct course, and carry all the canvas, they could crowd. Their fire could not therefore be as effectual as that of the other ships, who were better sailers, and might venture to deviate from their course occasionally, in order to bring their guns to bear. The Brunswick indeed kept up a smart fire from her after ports, but the situation of the Bellerophon, who was rather a-head of

the Royal Sovereign, allowed her few opportunities of returning the enemy's shot. In the evening the French made a shew of a serious attack upon the Mars, who having fallen a little to leeward, obliged the admiral to bear up for her support; but this was their last effort, and though several shot were exchanged for two hours after, they appeared to be drawing off, and, before sunset, all their ships had tacked and stood away. The chief brunt of the action was borne by the Mars, commanded by Sir Charles Cotton, and the Triumph, of which Sir Erasmus Gower was Captain.

The enemy no doubt expected to cut off the Brunswick and Bellerophon: but withdrew on finding the rest of the squadron resolved to support them. None of the French ships had the resolution to come fairly upon either of the quarters of the Triumph; but just kept at such an angle to them, that her stern chasers frequently could not be brought to bear. The stern galleries, all the bulk-heads, and every part of the stern of the ward-room, except the timbers, were cut away; and from these two batteries and the lower deck guns nearly five thousand pounds of powder were expended by this ship alone in single shots, so well directed, that they completely kept the enemy at bay. The good conduct of the Mars, was not less conspicuous, on this trying occasion, and was rendered remarkable by the ship's company being new and scarcely formed.

The spirit shewn by the different crews during the whole of this trying situation, and the repeated cheers, with which the ships saluted each other, while pressed on both sides by such superior numbers were the admiration of all present. The Vice Admiral, in his public dispatches, speaks of the very meritorious conduct of

of the captains, officers, and men on this memorable and glorious occasion, in the following expressive language :

" Indeed, I shall ever feel the impression which the good conduct of the captains, officers, seamen, marines, and soldiers in the squadron has made on my mind ; and it was the greatest pleasure I ever received, to see the spirit manifested by the men, who, instead of being cast down at seeing thirty sail of the enemy's ships attacking our little squadron, were in the highest spirits imaginable. I do not mean the *Royal Sovereign* alone ; the same spirit was shewn in all the ships as they came near me : and although (circumstanced as we were) we had no great reason to complain of the conduct of the enemy, yet our men could not help repeatedly expressing their contempt of them. Could common prudence have allowed me to let loose their valour, I hardly know what might not have been accomplished by such men."

The damage the ships received was very inconsiderable excepting in their stern frames, which were much shaken by the repeated firing of the guns. No men were killed, and only 12 wounded on board the *Mars*.

The French admiral had his flag flying in a frigate, and kept out of fire ; probably that he might the better superintend the manœuvres of his squadron.

The next day Vice Admiral Cornwallis gave out the following thanks to the ships' companies of the squadron :—

" Royal Sovereign, June 18, 1795.

" Vice Admiral Cornwallis returns his sincere thanks to the captains, officers, seamen, and marines, of the

ships of the fleet under his orders; for their steady and gallant conduct in the presence of the French fleet yesterday: which firmness, he has no doubt, deterred the enemy from making a more serious attack. It would give the Vice-admiral pleasure to put the whole of their exertions in effect, by meeting a more equal force, when the country would receive advantage, as it now does honour, from the spirit so truly manifested by its brave men."

To which the following answer was returned from each ship of the squadron.

" At Sea, June, 1796.

" Sir

" With the utmost pleasure we have read, and communicated to the officers and ships' companies the honourable opinion you were pleased to express of the exertions and conduct of the squadron whilst in presence of the enemy; and it is with infinite satisfaction that we offer you, by desire of the whole, their unfetigned thanks for the very gratifying manner of conveying your approbation. From the steady, cool, and determined firmness of the officers, seamen, soldiers, and marines, we feel it our duty to assure you, that had we been compelled to contend with the very superior force of the enemy, we had no doubt of realising the just and well founded opinion you had formed of us.

" We are, &c. &c. &c.

" To the Hon. William
Cornwallis."

The Channel fleet under the command of Admiral Lord Bridport (which had sailed from St. Helen's, Jun

12) fell in with this squadron. The English fleet consisted of ten sail of the line, viz. Irresistible, 74 guns, Captain Grindall; Orion, ditto, Sir James Saumarez; Queen Charlotte, 100 guns, Sir A. S. Douglas; Russell, 74 guns, Captain T. Larcom; Colossus, ditto, Captain J. Monkton; Sans Pareil, 80 guns, Lord Hugh Seymour; London, 98 guns, Captain E. Griffith; Queen, ditto, Sir A. Gardiner; Prince George, ditto, Captain Edge; and Royal George, 100 guns, Admiral Lord Bridport: the enemy's fleet also consisted of ten sail of the line, but the English had a superiority of metal. The French were seen at day-break on the 22d by the Nymph and Astrea, look-out frigates. The admiral, finding that they had no intention of hazarding an action, immediately detached the Sans Pareil, the Orion and the Colossus in chase of them. The whole fleet soon afterwards chased, and continued the pursuit during the whole of that day and night, with very little wind. Early in the morning of the 23d the Irresistible, Orion, Queen Charlotte, Colossus, and Sans Pareil, came up with the hostile squadron who were running for L'Orient, close under some batteries on the shore. A little before 6 o'clock the action commenced and continued till nine, when the Alexander, Le Tigre, and Le Formidable struck. The rest of the enemy's fleet escaped under shelter of the land, and protection of the batteries off Port L'Orient, where they anchored in the course of the day. The loss sustained by the British fleet in this action amounted to 31 killed, and 113 wounded. The enemy's ships which were taken had between four and five hundred men killed and wounded.

Sir John Borlase Warren received orders to hoist his broad pendent as commodore, and was appointed to com-

mand an expedition destined against the coast of France. About the middle of June he sailed from Yarmouth Roads, Isle of Wight, with a squadron of ships of war and fifty transports, having on board a body of 3000 emigrants, under the command of the Comtes D'Hervilly and De Puyssaye. On the 21st the *Galatea*, which had been sent into Quiberon Bay, was chased by the French fleet, which was soon afterwards seen by the squadron. Commodore Warren immediately made the best disposition for the protection of the convoy, and hastened to join Lord Bridport, whom he had the good fortune to discern the next morning in pursuit of the enemy; the *Robust*, *Thunderer*, and *Standard* were ordered to join the fleet, but got up with it too late to have any share in the action. After being at sea sixteen days, Sir John Warren anchored with the fleet between the Isle Dien and that of Noirmoutier; but as this was not considered by the French officers a proper situation to disembark, they proceeded for Quiberon Bay, where they anchored on the 25th. On the 27th most of the emigrant troops were landed near the village of Carnac. At first about 200 Republicans shewed a disposition to oppose the disembarkation, but these were put to flight with some loss. The whole coast was soon alarmed; and the republicans collecting in great force, (after several successful attacks,) compelled the royalists to retreat into Fort Penhievre, and the peninsula of Quiberon, which had surrendered to M. D'Hervilly, on the 3d of July. The whole force which occupied the peninsula amounted to about 12,000 men. On the night of the 16th, M. D'Hervilly, at the head of about 5000 Royalists, made an attempt to carry by storm the Republicans' works and entrenched camp on

the heights of St. Barbe, in which he was repulsed with considerable loss, and himself severely wounded.

Desertion from the emigrant army became at this time seriously alarming: indeed little else could have been expected, when it is considered that numbers of the men were enlisted from the French prisons. By these deserters General Hoche was informed with the exact state of the fort and royal army. On the night of the 20th, which was extremely dark and tempestuous, many of the emigrant soldiers who were on guard deserted; and being acquainted with the parole and countersign, conducted a large body of the Republican troops unmolested into the fort. The instant the alarm was given, the garrison was thrown into the greatest scene of confusion; several of the emigrant soldiers grounded their arms, and shouted *Vive la Republic*; others abandoned or massacred their officers; the few who remained faithful fought with great desperation, and did not surrender till after a bloody and dreadful conflict. The Emigrants, Chouans, and English in the fort were about 10,000; most of whom were either killed or taken prisoners; among the number were the young Comte de Sombrieul, the Bishop of Dol, and several other emigrants of distinction, who were, contrary to the terms of capitulation agreed on by General Le Moine, conducted by his orders to Nantz, where they were tried by a military tribunal, and sentenced to suffer death.

The morning after this dreadful affair, the boats of the squadron with great difficulty brought off about 2000 or 3000 troops and Royalists, inhabitants, under cover of the frigates.

Whilst Sir John Warren was carrying on his operations against the enemy in Quiberon, he detached Capt. Joseph Ellison, in the *Standard*, to the great road of Belleisle, to summon the governor to surrender up the island.

He next proceeded to the islands of Hedic and Houat, of which he took possession without opposition. Having refreshed the troops, and left a sufficient number for their defence, with some ships of war to cover the retreat of the troops if necessary, he sailed to the attack of the island of Noirmoutier; but he here also found the republicans so well prepared, that he was obliged to retire after destroying two or three armed vessels, and then took possession of Isle Dieu, about five leagues to the southward of Noirmoutier.

Soon after Sir John Warren's arrival at this place, he was joined by the *Jason* frigate, Captain Stirling, having on board the Comte D'Artois, Duc de Bourbon, and some other French noblemen. A fleet of transports also joined the squadron, with 4000 British troops on board, under the command of Major-general Doyle, who were landed on the island with a great quantity of military stores, clothing, &c. They remained here till the close of the year, when finding it utterly impracticable to attempt any further descent on the coast of France, they were re-embarked on board the transports and returned to England. Thus ended this unfortunate expedition, by which the nation is supposed to have lost near 40,000 stand of arms, with clothing for as many men; besides an immense quantity of stores, ammunition, &c. Six transports that arrived in the evening previous to the storming of Fort Penthièvre, laden with

provisions of every sort for the army, fell into the hands of the enemy.

On the 3d of July, Sir William Sydney Smith, in the *Diamond*, of 38 guns, with the *Sybil* of 40, Captain Edward Cook; the *Syren*, of 32, Captain Graham Moore, and three gun-boats, made an unsuccessful attack upon a French corvette and her convoy, which had taken shelter within a reef near Point La Hogue, protected by a battery. The *Diamond* had one man killed, and two wounded.

On the same day Sir Richard John Strachan, in the *Melampus*, of 36 guns, and *Hebe*, of 38, Captain Paul Minchin, captured off St. Maloes six sail out of thirteen French vessels, laden with military stores, convoyed by a ship of 26 guns, two brigs, and a lugger; one of the brigs mounting four 24-pounders, and sixty men, was also taken.

On the 22d of August a detached squadron from Admiral Duncan's fleet, under the orders of Captain James Alms, being on a cruize off the coast of Holland, gave chase to two large ships and a cutter. At a quarter past four in the evening the *Stag* got up alongside of the sternmost ship and commenced a close action, which continued with much spirit for an hour, when the enemy struck, and proved to be the Alliance Dutch frigate, of 36 guns, and 240 men. The other frigate, the *Argo* of the same force, and *Nelly* cutter of 16 guns, notwithstanding every effort was used to cut them off, and within gun shot, effected their escape into Egeroc harbour. The *Reunion*, of 36 guns, Captain J. Alms, had one man killed and three wounded; the *Isis*, of 50 guns, Captain R. Watson, two wounded; and the *Stag*, of 32 guns, Capt. J. S. York, four killed and thirteen wounded.

On the 7th of September Lieutenant Cotgrave was tried by a court-martial on board the Cambridge in Hamoaze, for the loss of the Ranger cutter, which had been taken by La Ralicuse French frigate on the 11th of June, 1794, and was acquitted. After which he requested permission to inform the court of the horrid and barbarous treatment he, his officers, and ship's company had experienced from the French; the particulars of which were as follow:

"On the Ranger being boarded by the enemy, the Frenchmen drove Lieutenant Cotgrave, his officers and ship's company, out of the cutter into the boats of La Ralicuse, with drawn swords. Lieutenant Coigrave was one of the first on board the frigate. As soon as his head appeared above the gangway, two of the French seamen took him by the collar, hauled him with great violence up the side, and when on the gangway, threw him on the main deck, took off his hat, pulled out his cockade, and trampled on it. After suffering this indignity, they dragged him into the captain's cabin. The second captain of La Ralicuse, and a seaman by his orders, then pulled off his coat, waistcoat, shirt, boots, stockings, &c. The same operation was performed on every individual officer, seaman and boy of the Ranger; they were then forced without distinction into the hold of the frigate. The next morning Lieut. Cotgrave and his crew were ordered from the hold to the gangway in this very indecent situation, though it was raining excessively hard. The soldiers of the ship then surrounded these unfortunates with marks of derision, and actually kept them in this miserable situation from nine in the morning till six in the evening, when they were again forced into the hold; the French cap-

tain saying, 'that was the way he would treat all English slaves.' In this pitiable naked condition they all remained till the frigate arrived at Br st; when upon hearing of the defeat of their fleet by the British under Earl Howe, a part of their clothes were returned to put on; and on being landed they were treated more mildly."

On the 26th a court-martial was held at Spithead, on board His Majesty's ship *La Juste*, on Captain Thomas Walker, of His Majesty's ship the *Trusty*, charged with having, when ordered to convoy the outward bound East India ships as far as Cape Finisterre, and afterwards to return to Spithead, bore away for and put into Cadiz, instead of obeying his orders. The charge having been fully proved, the court passed sentence, That the said Captain Thomas Walker be dismissed from His Majesty's service.

On the 16th of November Rear-admiral Christian sailed from St. Helen's with a squadron of ships of war, having under his convoy a fleet of above 200 sail of transports and West-Indiamen, on board of which were embarked upwards of 16,000 troops. On the night of the 17th, the wind shifted to the westward, and blew a violent storm, which separated the fleet: many put into Torbay, others into Portland, and some returned to Spithead with the rear-admiral. The gale continuing to blow with unceasing fury all the 18th; several of the transports and merchantmen foundered, and were wrecked. Above 200 dead bodies were taken up on the coast between Portland and Bridport. During this gale a shock of an earthquake was felt in several parts of the kingdom. On the 9th of December, the fleet of ships of war and merchantmen having repaired the damages they had sustained in the late heavy gale, sailed

again from *St. Helen's*, under the command of Rear-admiral Christian, who had shifted his flag to the *Glory* from the *Prince George*, she being in too bad a condition to proceed to the West Indies.

A prize cause was decided this year in the court of admiralty, relative to *La Franc*, a ship, the value of which was estimated at upwards of 43,000*l.* which was taken by the *Ceres*, the Marquis of Lansdowne, the *Grattan*, and several other ships in the service of the East-India Company, without firing a single shot; and at the time of the capture, there were on board these ships a considerable number of recruits, and a great many passengers. The question for the decision of the court was—"Whether these passengers and recruits were entitled to receive any share of the prize?"

The learned judge was of opinion, that the recruits were entitled to a share according to the intention and import, both of the king's proclamation and the prize act: not only those who actually assisted in taking a prize, but even those who afforded constructive assistance, provided it went to intimidate the enemy, were entitled to a share. The recruits, by their dress and appearance, undoubtedly struck some terror into the mind of the crew of *Le Franc*. Besides, they were either directly or indirectly under the command of the captain, as soon as on board. With respect to the passengers, who consisted, probably of gentlemen, women, and children, it was not likely that those gentlemen, who were perhaps looking through the cabin windows with their hair full dressed, struck any terror into the mind of the enemy; and it was not very commendable in gentlemen to wish to take out of the pockets of the poor sailors any share of their pay. It was therefore decreed, that each of the recruits

should be entitled to the like share of the pay in question, as a common man : but the claims of all the passengers were rejected.

Captain Vancouver, of the *Discovery*, having received his instructions from the board of admiralty, to proceed to the Sandwich Islands, there to remain during the winter, in order to make an accurate survey of these islands, as before observed ; returned Oct. 20, having in the course of the voyage, which was four years, eight months, and twenty-nine days, lost only six men, five of whom were by accidents. The *Chatham*, Lieutenant W. R. Broughton, was still more fortunate, not having lost a single man either by disease or accident.

We shall now take into consideration the events in the Mediterranean. Vice-admiral Hotham, who commanded in chief in this sea, was chiefly employed in blocking up the enemy in Toulon, and in the protection of Corsica. On the 25th of February the admiral was obliged to put into Leghorn to refit, leaving out frigates to watch the enemy's motions, and to give him the earliest intelligence should they put to sea.

On the 16th of January, whilst the fleet was lying in St. Fiorenzo Bay, after a gale of wind, which occasioned a heavy swell to tumble in, by some indiscretion of the officers of the *Berwick*, whose rigging required to be set up, and not having secured the masts sufficiently, she rolled so violently that they all fell over the side. Captain Smith, Mr. Bullock, the first lieutenant, and Mr. Bradley, the master, were tried for this neglect by a court-martial, and all sentenced to be dismissed the ship.

On the 8th of March the admiral received an express from Genoa, that the French fleet, consisting of fifteen

sail of the line and three frigates, had been seen two days before off the isle of Marguerite; this intelligence corresponded with a signal made from the Mozelle, then in the offing, for a fleet in the north-west quarter.

The admiral immediately ordered the fleet to be unmoored; and at day-break the following morning put to sea with a strong breeze from the east-north-east. Having previously received information by the Mozelle, that the fleet she had seen was steering to the southward, he shaped his course for Corsica, lest their destination should be against that island; and dispatched the Tarleton brig with orders for the Berwick, at St. Fiorenzo, to join him off Cape Corse; but, in the course of the night, the Tarleton returned with the unwelcome news, that the Berwick had been captured two days before by the enemy's fleet, after a most spirited and gallant resistance, in which Captain Littlejohn, with many of his crew were killed.

Although the French ships were seen daily by the British advanced frigates, the two squadrons did not get sight of each other till the 12th, when that of the enemy was discovered to windward. On the morning of the 13th, the enemy being still in that dissection, without apparent intention of coming down, Admiral Hotham made the signal for a general chase; and the wind blowing very fresh, one of the French line of battle ships was discovered without her top-masts, which afforded to Captain Freemantle, in the Inconstant frigate, (who was far advanced in the chase,) an opportunity of shewing a good proof of British enterprize, by his attacking, raking, and harassing her until the Agamemnon came up, when he was most ably seconded by Captain Nelson, who did her so much damage, as

to disable her from putting herself to rights. These ships were by this time so far distant from their own fleet, that they were obliged to quit her, as others of the enemy's ships were coming up to her assistance, one of which soon afterwards took her in tow. The admiral finding that his heavy ships did not gain on the French fleet during the chase, made the signal for forming on the larboard line of bearing, in which order the squadron persevered during the night.

At day-light on the morning of the 14th, Admiral Hotham observed the enemy's disabled ship, with the one that had her in tow, to be so far to leeward, and separated from their own squadron, as to afford a probable chance of cutting them off. For this purpose every possible exertion was made; which reduced the French to the alternative of abandoning those ships, or coming to battle. Though the latter did not appear to be their choice, yet they came down with a view of supporting them; but the Captain and Bedford were so far advanced, and so closely supported by the other ships of the British van, as to effectually cut them off. The conflict ended in the enemy's abandoning their ships, and firing upon the British line as they passed on the contrary tack with a light air of wind. The ships taken proved to be the *Ca Ira* (formerly the *Couronne*) of 80 guns, and the *Censure* of 74.

The French fleet had on board a large body of troops; and from the obstinate defence made by these ships, above three or four hundred men were killed and wounded. The loss sustained by the British amounted to seventy-five killed, and 280 wounded.

The van ships of the British fleet had suffered so much in the action, particularly the *Illustrious* and *Courageux*,

having each lost their main and mizen masts, that Admiral Hotham was not able to renew the engagement.

The *Illustrious* was afterwards stranded in a gale of wind, and went to pieces near Avenza; the crew and part of her stores were saved. Thus both parties lost two ships in the course of a few days: but the loss cannot be considered as equal; since both the French ships fell into the possession of the English, while their opponents only gained an accession of one.

On the 27th of June an engagement took place in this sea, between the *Dido* of 28 guns, and 200 men, commanded by Captain George H. Towry; and the *Lowestoffe*, of 32 guns, and 220 men, commanded by Captain W. Gambier Middleton, and two French frigates, which they discovered while reconnoitring off the Hieres Islands. The two English ships chased the French; who soon afterwards altering their course, stood towards their pursuers. Captain Towry leading down, commenced a close engagement with the headmost, which falling twice aboard, carried away her bowsprit, fore-mast and main-top-mast; while the almost equally distressed situation of the *Dido*, from the loss of her mizen-mast, and other damages, prevented her profiting by the misfortunes of her antagonist.

In the mean time the *Lowestoffe*, the second English frigate, separated the other ship from her consort, whom she was attempting to assist. Foiled in her endeavour to join the other French frigate, she made sail, and effected her escape. Captain Middleton, thus baulked in his attempt on his own opponent, returned to the assistance of the *Dido*, and running under the stern of her antagonist forced her to surrender, having maintained a gallant resistance for three hours. The *Dido* having now cleared the wreck of her mizen-mast, and bent

new top-sails, assisted him in securing the prize. This was *La Minerve*, a fine frigate of forty-two guns, mounting eighteen-pounders on the main deck, and having 330 men on board; her consort was *L'Artemise* of six and thirty guns, a force very superior to that of the English frigates.

The following is a letter from an officer on board the *Lowestoffe*:—

“ After having cruized off this port (*Mahon*) a tedious time, in expectation of a re-inforcement from England, Admiral Mann and squadron at length joined us. A few days afterwards the *Dido* and *Lowestoffe* were sent to look into *Toulon*, and on their passage thither fell in with two French frigates; the *Dido*, a little eight and twenty, nine-pounders, the *Lowestoffe*, a two and thirty twelve-pounders, had to contend with a two and forty, whose guns were eighteen-pounders, those of the other Frenchman were twelve-pounders; each having on board 350 men; the *Dido* had 200, the *Lowestoffe* 220. Can you credit our having gained a complete victory with such odds against us; and farther, that the *Lowestoffe* had not a man hurt. The little *Dido* had six men killed and twenty-one wounded. She was the commodore and led on first. The French commodore ran aboard of her, in consequence of which the *Dido*'s mizen-mast was carried away, and in this close intercourse it was that the chief part of the men above-mentioned were killed and wounded. Up comes *Lowestoffe*! raked her—*Dido* at her on the lee-bow. Away goes *Minerva*'s fore-mast, bow-sprit, main-top-mast and mizen-mast. The other fellow, a most abominable coward, after fighting a little sheered off, and the *Lowestoffe* made after him. Owing to superior sailing he unfortunately got away and fled, though possessing a su-

periority. In the mean time Dido hauled off to repair damages; she made a signal for us to return; so Lowestoffe tacked and stood towards Minerva, when we favoured her so plentifully with our shot as caused the national flag to be struck. What three hearty cheers we gave!

“The conduct of Lieutenant Buckoll during the whole of this brilliant action was remarkable. Though severely wounded at the beginning of the engagement, he steadily refused to quit the deck, and continued firmly to execute his duty till the colours of the Minerva were struck.” *

The loss sustained by the British frigates was on board the Dido, the boatswain and five seamen killed, and 15 wounded.

The Lowestoffe had three seamen wounded.

On the 4th of July Admiral Hotham, whilst refitting the fleet in St. Fiorenzo Bay, dispatched Captain Nelson, in the Agamemnon, with the Maleager, Ariadne; Moselle and Mutine cutter, with orders to call at Genoa, and take with him the Inconstant and Southampton frigates, if, from the intelligence he might obtain there, he should find it necessary. On the morning of the 7th, the admiral was much surprised to learn that the above squadron was seen in the offing returning into port, pursued by the French fleet, which he had reason to suppose were certainly at Toulon.

Immediately on the enemy's appearance, every preparation was made to put to sea after them; and not-

* This excellent young officer never perfectly recovered of this wound, and died in the rank of post-captain in the year 1798, in Airs Rooda, off the coast of Africa.

withstanding the ships were in the midst of watering and refitting, by the zeal and extraordinary exertions of the officers and men, the admiral was enabled to get the whole fleet under weigh with the land wind that night. The enemy having stood to sea, were neither seen or heard of till the 12th, when Admiral Hotham learnt that they had been seen to the northward of the Hieres islands, which were then in sight from the fleet. At day-break on the 13th they were discovered to leeward of the British, on the starboard tack, consisting of seventeen sail of the line and three frigates, the wind blowing strong from the W.N.W. attended with a heavy swell. Six of the English fleet having split their main-top-sails on the preceding night, the Admiral now lay-to, in order to enable them to repair their damage, which gave the enemy a greater start. When these ships had bent their sails, the fleet was formed on the larboard line of bearing, in order to keep the wind of the enemy, in the hope of intercepting them from the shore, which was only five leagues distant. But the admiral, as he states, finding all their efforts directed towards securing their retreat, afterwards made the signal for a general chase: for the ships to take proper stations for their mutual support; and to engage the enemy, as they came up in succession. His intention was frustrated by the baffling winds and calms, so common in all climates during the summer, but more particularly in these seas. Only a few of the van ships succeeded in coming up with the enemy's rear. These were the Victory, commanded by Admiral Mann, and the Culloden, Blenheim, Captain, and Defence, who gained possession of the Alcide of seventy-four guns; but the remainder of the French fleet, favoured by a shift of wind, that placed them to windward of the Bri-

fish squadron, the greatest part of which remained becalmed in the offing, got so far into Frejus Bay, that the admiral conceived any further effort hopeless, and recalled the van ship. The Alcide by some accident took fire in her fore-top, about half an hour after she had surrendered, and was soon involved in flames. Boats were immediately dispatched to the rescue of the crew, nearly half of whom were saved: but the ship unfortunately blew up, before the remainder could be taken out. The loss sustained by the British ships, amounted to 10 killed and 24 wounded.

About this time we sustained a considerable loss in the capture of a part of a Mediterranean convoy by a squadron of six sail of the line, under Admiral Richery. Very fortunately thirty-five sail of the merchant-ships together with the Juno and Argo frigates had separated from the fleet in coming out of the Gut of Gibraltar, and got safe to England. The main body under Captain Taylor in the Fortitude of seventy-four guns, who had the Bedford of the same force, and the Lutine frigate under his command, together with the Censeur of seventy-four guns, a late prize, very ill appointed, fell in with the enemy's squadron, consisting of six ships of the line, off Cape St. Vincent. The English commodore immediately made a signal for his convoy to disperse; which was however slowly obeyed; and the Censeur, who had only a frigate's main-mast, soon afterwards-rolled away her fore-top-mast. The Lutine was immediately ordered to take her in tow, but was prevented by the fire of the enemy's van ship; on whose coming within gun-shot, the three English men of war closed for mutual support, cutting down every part of their sterns to afford room for their chase guns: but the distressed state of the Censeur disabled her from keep-

ing up with her consorts. Though left entirely alone and in a most disabled condition, and labouring under the additional disadvantage of an insufficiency of men, and want of ammunition, Captain Gore, her commander, determined not to yield to a single enemy, and defended himself till he was overpowered by two additional ships. The Fortitude and Bedford were harassed by the enemy for the space of an hour, during which time they kept up a vigorous fire from their stern chase guns, when their pursuers left them to plunder the convoy, an occupation in which the frigates had been engaged from the beginning. Thirty-five sail were taken possession of, the remainder escaped. The French Admiral put into the harbour of Cadiz with his prizes, where he was blockaded for several months by a squadron under the command of Admiral Mann.

On the 26th of August, the boats of the squadron under Captain Nelson, cut out of the bays of Alassio and Longuelia, places in the vicinity of Vado, in the possession of the French armies, nine vessels laden with provisions, and destroyed two others, without the loss of a man. Captain Nelson would have landed and destroyed the magazines of stores and provisions, but that the enemy had above 2000 troops in the town.

Rear admiral George Murray commanded his Majesty's squadron at North America, whose cruisers were actively employed against the enemy, and in the protection of the trade.

In January, the Argonaut of 64 guns, Captain Alexander Ball, and the Lynx of 14 guns, Captain Penrose, captured L'Esperance, French national corvette, of 12 guns and 80 men. She was taken into the service.

The *Thetis* of 38 guns, commanded by the honourable Captain Alexander Cochrane, and *Hussar* of 28 guns, Captain J. P. Beresford, being on a cruize off the *Chesapeake*, to intercept three French store-ships, then lying in Hampton Road ready for sea; at day break, on the morning of the 17th of May, discovered five sail of ships standing to the N.W. which Captain Cochrane soon perceived to be of force. On their observing the British frigates in chase, they formed the line of battle ahead, and waited to receive them. At nine o'clock Captain Cochrane ordered the *Hussar*, by signal, to engage the second ship of the enemy's van, intending himself to attack the centre ship, which appeared the largest, with the two others that formed the rear. At half past ten, the enemy hoisted their colours, the second ship from the van carrying a broad pendant. By this time they had got within half musquet shot, when the French ships opened their fire, which was soon returned, and a close action ensued. Before eleven, the *Hussar* compelled the commodore, and his second ahead, to quit the line, and make sail. The fire of both ships then fell on the centre ship, and those in the rear, which, at a quarter before twelve, struck their colours. The two in the rear attempted notwithstanding to make off, one of which was soon brought to by the *Hussar*. She proved to be *La Raison* of 18 guns, pierced for 24. The other taken possession of by the *Thetis*, was *La Prevoyante*, pierced for 46 guns, but only 24 mounted. These ships, with the other three which escaped, (viz. the *Normand*, the *Trajan*, and the *Hirnoux*) were from *Guadaloupe*, bound to a port in America, to load with naval stores and provisions for France. The *Thetis* had eight men killed and

nine wounded. The Hussar only two wounded. The *Prevoyante* and *Raison* were purchased by government; and added to the navy.

The chief occurrences in the Leeward Islands was the capture of *La Courier*, in April, by the *Thorn* sloop of war, Captain R. W. Otway, after a smart action of 35 minutes. The enemy had 7 killed and 20 wounded. The *Thorn* only 5 wounded. Also the capture of the *Republican*, in October, by the *Mermaid*, Captain Henry Warre, after an action of half an hour, 20 of whom were killed and several wounded. She was added to the navy. The *Mermaid* had 1 killed and 3 wounded.

During this year the dreadful consequences of Victor Hugues's establishing himself at Guadaloupe were severely felt in our West Indian islands, in several of which the most formidable insurrections were fomented by his inflammatory proclamations, and supported by detached parties of French soldiers. A large reinforcement, sent from France to his assistance, was chased by two of our frigates, but unfortunately escaped into Guadaloupe with the loss of one ship. Captain Wilson, in the *Bellona* frigate of 36 guns, in company with the *Alarm* of 32, commanded by Captain Carpenter, on the 5th of January, fell in with this fleet, consisting of *L'Ecueil*, mounting 46 guns and carrying five hundred men, *L'Astree*, of 36 guns, *La Leveret* of 20, *La Prompte* of 20, *Le Dumas* of 20, and ten armed transports with troops and warlike stores. The two English frigates gave chase to the enemy, notwithstanding the disparity of their force. The *Dumas* was brought to action by the *Bellona*, to whom she soon surrendered. She had seventy seamen and four hundred troops on

board, and all sorts of military stores. The rest escaped.

Our troops in the different islands, reduced by fatigue and sickness, could make but a weak resistance against the numbers of different enemies, that were opposed to them. The old French inhabitants, republicans, people of colour, and negroes, were in insurrection, and, strengthened, by military detachments from Guadeloupe, at last possessed themselves of the islands of St. Lucia, St. Vincent, and part of Grenada.

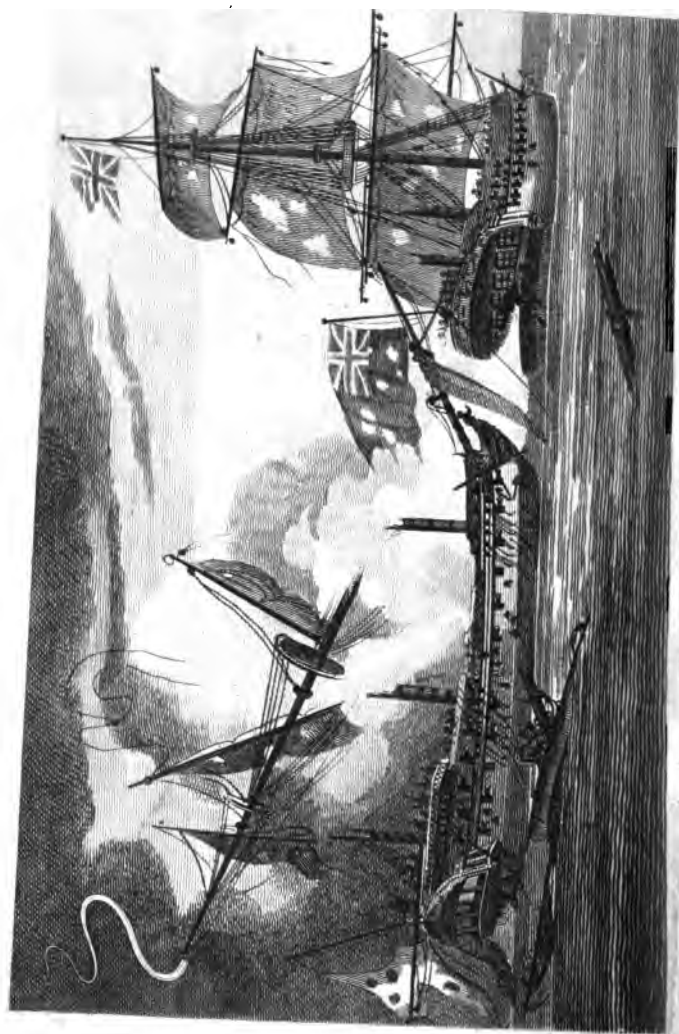
While these islands fell a prey to the French, the Blacks, and the Charibbs, who had seized this opportunity to rise, the Maroons took up arms in Jamaica; the island of St. Eustatius surrendered to a commanding force of the enemy, and Fort Tiburon in St. Domingo, was attacked by three French armed vessels, and carried after a severe resistance.

An attempt on Dominica did not meet with similar success. The attack was planned by the French inhabitants in concert with Victor Hugues; and a small detachment was landed from Guadeloupe, who immediately began their usual devastations. There were scarcely any regular troops, at this time in the island; but the English inhabitants took up arms, defeated their enemies, and soon crushed the insurrection.

A powerful armament had, in the mean time, been preparing for the relief of our colonies; the troops under the command of Sir Ralph Abercromby, and the naval force under Sir Hugh Christian; but all attempts to reach their destination were frustrated by a succession of adverse winds and storms; and the fleet did not arrive in the West Indies, till the spring of the ensuing year.

Though the French were successful in spreading revolt and devastation through our islands, they sometimes learnt, from rencontres upon fairer terms, to form a just estimation of the courage of their enemies. The action between the *Blanche*, and an English frigate, mounting 32 guns, and 220 men, and *La Pique* of 40 guns and 460 men, was a glorious proof of British superiority. Our success was however dearly purchased by the loss of the Captain of the *Blanche*, the gallant Mr. Faulkner, who distinguished himself at the assault of Fort Royal, in the island of Martinique. *La Pique* was first seen at anchor on the outside of the harbour of Point-a-Petre, and shewed no disposition to quit the shelter of her batteries; but at last came out, after the *Blanche* had stood away for Marie Galante. When the *Blanche* was within three miles of that island she saw the French frigate about two leagues astern; and immediately cast off a prize, she had in tow, and made sail towards her. The two ships passed each other on contrary tacks, the English to leeward, exchanging broadsides. About a quarter of an hour afterwards the *Blanche* hove about again, and came within musquet shot of her antagonist, who immediately wore with the intention of raking her: Captain Faulkner defeated this project by performing the same manœuvre, and engaged her nearly aboard during half an hour. He then put his helm a starboard, ran athwart her bows, and lashed her bowsprit to his own capstern, plying her with his musquetry and quarter deck and other guns, that could be brought to bear: while she returned the fire from her tops, and quarter deck guns, run in a mid-ship fore and aft. The *Blanche's* main and mizen mast now going over board encouraged the enemy to board,





The "Pique" firing at the "Blanche" during the battle of the 1st June 1855.

but they were repulsed in the attempt. After this the French ship dropped astern to prevent her getting clear, Captain Faulkner ordered an hawser to be got up, with which he lashed the Frenchman fast to his quarter: and at the same moment, the English captain fell, whilst in the act himself of securing the vessel. His loss made no change in the fortune of the day. Lieutenant Watkins, who succeeded him, got up a hawser, and again made the enemy fast to her bowsprit abreast of his star-board quarter: after thus securing her, he payed off before the wind, dragging his antagonist after him. The marines still kept up a constant fire of musquetry into her, which was afterwards seconded by the two aftermost main-deck guns run out at the stern-ports. In order to bring these guns to bear, the English were obliged to blow away their upper transom beam, as the ports could not be made large enough by the carpenters to admit the guns being run out. All the Pique's masts were shot away soon after her being lashed the second time, but she did not surrender till three hours after. On the crew crying out that they had struck, neither of the frigates being able to put a boat in the water, Mr. Milne, the second lieutenant of the *Blanche*, swam on board with ten men and took possession of the prize. A dreadful slaughter was made amongst the enemy, while the loss of the English was very inconsiderable. On board the French ship one hundred and ten were wounded; and seventy-six were found dead when she was taken possession of: but it is probable, some were thrown overboard during the action, and many certainly fell with her masts, and perished in the water. In the *Blanche* eight were killed, and twenty-one wounded. *La Pique* came out from *Guadaloupe* on purpose

to fight the *Blanche* : this ship was added to the navy. —A few days previous to this gallant action, Captain Faulkner chased a large schooner corvette into the bay of Desceada, where she anchored under cover of a battery ; notwithstanding which he brought her out with the loss of only two men killed and six wounded.

In the East our affairs wore, this year, a most promising appearance. A great part of Ceylon, won partly by negotiation, and partly by arms, was annexed to our Indian possessions. This, as well as all the other Dutch settlements, was in a very declining state ; and a foreign officer of distinction, who commanded a Swiss regiment in the island, had advanced very considerable sums for the support of the colony. The small chance, he had of being repaid by the Dutch government, and his known attachment to the Orange interest, pointed him out as a man likely to assist the views of the English upon this colony. These expectations were not deceived : an offer of reimbursement of the sums he had lent, and the solicitations of the Orange party, completely brought him over to our interest, and his influence in the settlement was strengthened by an order from the Prince of Orange for the delivery of the island to an English force. To give weight to our negotiations, a small armament sailed from Madras, under the command of Commodore Rainier : but part of this convoy separated, under the command of Captain Newcome of the *Orpheus*, for the purpose of attacking Malacca. Previous to the armament sailing, Major Agnew had been detached in the *Heroine* frigate to Fort Columbo, a maritime settlement on the south-west coast of the island of Ceylon, in order to negotiate an order from the governor for the surrender of Fort

Ostenburg, situated in the harbour of Trincomale, which was commanded by an officer dependant on him.

Having successfully executed his commission, he joined Commodore Rainier, who had arrived at his destination with a convoy composed of the Suffolk of 74 guns, the Centurion of similar force, and several transports containing troops and military stores. Colonel Stuart commanded the land forces, which consisted of a detachment of Europeans and Seapoys with heavy artillery. On the 1st of August the admiral anchored in the Back Bay, and immediately sent on shore an order addressed by the Governor of Columbo to the commandant of Fort Ostenburg, for the admission of a party of English troops into his fortress; but he refused to obey this command, under the pretence of some informality in the order. Near two days were taken up in discussing this subject. At last the English commanders, resolving to be no longer trifled with, determined on landing the troops, and were making preparations for that purpose, when the Diomedé, who, with a heavy transport in tow, was working into the bay against a strong land wind, struck violently on a rock lying in fifteen fathoms, between Pigeon Island and the outer point of the bay, which was not delineated in any of the charts. The water gained so fast on the pumps, notwithstanding the unremitting exertions of the seamen and soldiers, that the men were scarcely taken out, before she foundered. This accident delayed the debarkation one day longer: but on the following morning, the first detachment consisting of five hundred and thirty Europeans, and one hundred and ten natives, with two field pieces, were landed at a place called the

White Rocks within Elizabeth point, without opposition. The remainder of the troops followed as fast as they could be conveyed on shore. The first detachment rendezvoused on board the *Heroine*, who had anchored as near as she safely could, to the landing place. On the boats pushing off, she presented her broadside to cover them, while the situation of the *Centurion* and *Suffolk* would have enabled them to second her, had resistance been attempted; but no opposition was made. The badness of the weather rendered the landing of the stores and provisions a long and hazardous task, for a most violent surf broke on the shore, which continued during the whole of the disembarkation. This was at last completed, and the army advanced.

On the 18th, ground was broken and the work of the trenches did not receive the slightest interruption from the Dutch. The governor was probably convinced, that he had no means of resisting the force employed against him with success; but though he thought himself not justified in giving up the fort, till it was rendered incapable of making any effectual defence, he took no great pains to protract the hour, in which it would be reduced to this situation. The English fire consisted of one grand battery of eight eighteen pounders, and two ten-inch mortars, between five and six hundred yards from the north-west bastion of the fort, and two smaller ones to the right, one of two twelve pounders, the other of two eight-inch howitzers. These two batteries, which were opened before the grand battery, annoyed the enemy extremely, and diverted their attention from the parties employed in completing the latter. The enemy kept up a smart fire on the

English for three days with little execution : while, on the other hand, the grand battery of the besiegers was so well served, that it dismounted, in the course of the attack, every gun which the enemy brought to bear on it.

On the 26th, a practicable breach was effected, and a division of three hundred seamen and marines was appointed to assist the troops in an assault, in the event of the governor refusing to surrender : but he anticipated the intention of the English by signing, after a short delay, the capitulation that was tendered him.

The garrison of Fort Ostenburg did not wait an attack, but, after a slight hesitation about the terms of capitulation, surrendered themselves prisoners of war.

Malacca, the capital of the country of the same name, the most southerly part of the great peninsula beyond the Ganges, was given up to Captain Newcome, after a semblance of resistance. Cochin, and the other Dutch establishments on the continent of India were also surrendered to us during the present year.

This conquest was soon followed by that of the Cape of Good Hope, which was reduced by an armament sent from Europe. The conduct of the naval part of this expedition was intrusted to Sir George Keith Elphinstone ; and the command of the troops to Sir Alured Clarke ; but a part of the armament having a proportion of the troops on board, under the command of General Craig reached their destination before the commander in chief, and the remainder of the forces. This squadron anchored in Simon's Bay, in the month of July, and Sir Keith and General Craig having failed in their attempts to bring over the governor of Simon's Town to their interest, and having reason to believe

that he intended burning the town, landed a body of men, who took possession of the place, before he could execute his intention. He had already forced the inhabitants to abandon it.

The Dutch having fired on the British patrols, an hostility, which the English had hitherto foreborn, while there remained any hope of conciliating the enemy, the two commanders determined to commence offensive operations with the attack of Muyzenberg; in hopes of thus opening a communication with the country, and at the same time convincing the Dutch, that they had hitherto only been withheld by the desire of effecting their purpose by less violent means. The whole force landed, consisting of regular troops, seamen, and marines, amounted only to sixteen hundred men, entirely destitute of artillery; on the other hand, the enemy had a large train of artillery, and could bring infinitely superior numbers into the field; but it appears probable, that the English were a good deal encouraged by the bad composition of these troops, which principally consisted of Hottentots and burgher militia.

Sir George Elphinstone made secret preparations for availing himself of the first favourable opportunity, that might offer for attacking Muyzenberg (an advantageous position, where the Dutch had established a camp, well furnished with cannon) and got ready a gun-boat, and the launches of the fleet armed with heavy carronades. Two battalions of seamen, consisting of a thousand men, were landed, under the command of Captain Hardy of the *Echo*, and Captain Spranger of the *Rattlesnake*, while ships were frequently sent round Simon's Bay, in

in order to prevent any suspicion of an attack being in immediate contemplation.

On the 7th of August, a favourable breeze sprung up from the north-west, and Major-general Craig, on a pre-concerted signal being given, put the forces in motion. At the same instant, Commodore Blanket in the *America*, got under weigh with the *Stately*, *Echo*, and *Rattlesnake*; whilst the gun-boat and launches preceded the troops, who advanced along the shore, at the distance of about five hundred yards, and covered the column of march. The squadron coming abreast of an advanced post, defended by two guns, forced the enemy to abandon it by the discharge of a few shot. A second position, with one gun and a howitzer, was deserted in a similar manner; and, on the ships proceeding off the camp of Muiyzenberg, a great confusion was observed amongst the enemy, though, by the shoalness of the water, the squadron was prevented from approaching sufficiently near to the shore.

Dispositions were speedily made by the ships for the attack of the camp. The *Echo* commanded by Captain Tod of the *Monarch* led, and anchored in two fathoms and half: she was followed by the *America*, who anchored in four fathoms and a half: and the *Stately* and *Rattlesnake*, whose shallow draughts of water enabled them to approach closer to the shore.

The fire now opened from the works, and was answered by the sloops; but an increase of wind prevented the large ships from acting, till they had carried out heavy anchors. This accomplished, a general cannonade was commenced, when the Dutch abandoned their camp with precipitation, carrying off the greater part of their artillery, before General Craig and the

troops, that were on their march, could arrive. The English now encamped in their place. The Dutch retiring from this post took possession of a ridge of rocky heights a little beyond the camp, difficult of access, and protected by cannon from the opposite side of a lagoon, which covers the post of Muzzenberg towards the Cape Town. But the advanced guard of the English, under the command of Major Money Penny of the 78th regiment, drove them from this position after a long action.

On the 8th, the enemy drew out their whole force from Cape Town, and advanced to the attack of the English with eight field pieces; but finding them strongly posted, and defended by some cannon, which they themselves had lost on the preceding day, gave up the attempt. These guns, which were dragged by a company of seamen, were of the utmost value to the British, who were, as has been already stated, entirely destitute of artillery: the day passed without any serious engagement.

On the 9th, a ship arrived from St. Helena with a small supply of men, field artillery, and ammunition. This little reinforcement, however welcome, was not calculated to give General Craig's army any very effectual assistance. They also laboured under many other disadvantages besides an insufficiency of force. The landing provisions was rendered difficult by frequent bad weather, and the stores were so long conveying to the camp, that the army nearly consumed them, as fast as they arrived. They possessed neither cattle, nor carriages for the transport of these necessary articles; and to ensure a supply, were under the necessity of keeping up a communication with the ships by a road

twelve miles in length : nor could they hope for a relief from this difficulty, until another could be opened to Table Bay, into which the admiral might send ships ; but the season was still very unfavourable to their anchoring there. On the other hand, the enemy were strong, seemed disposed to make a steady resistance, and had had sufficient time to mature their preparations. While these difficulties discouraged the idea of offensive operations, strong reasons urged the general to attempt them. He knew the arrival of General Clarke to be very uncertain, and the possibility of his troops procuring provisions, sufficient to enable them to wait his coming, extremely doubtful. These circumstances determined him to trust to the merit of his army for an extrication from his difficulties, and to attempt a surprize by night on the most considerable of the enemy's out-posts, hoping, that a severe blow struck against the burgher militia might spread a panic amongst these raw and inexperienced troops. This attempt was made on the 27th ; but it entirely failed through the intricacy of the roads, and the ignorance of the guides ; and produced a degree of vigilance amongst the enemy, which rendered any farther attempts hopeless.

The Dutch were now in their turn the assailants : on the morning of the 1st of September they lined the mountains above the English with Hottentots and Burgher militia, and poured in a fire of musquetry, which threw the picquet of the reserve into disorder, and the enemy perceiving their advantage, advanced and drove them in : but this was only a transient success : they were quickly repulsed by the grenadiers of the 78th regiment, under the command of Captain Brown.

As the provisions of the army were now nearly exhausted, it was determined by the commanders in chief to wait only six days longer for the arrival of General Clarke; and, if he did not appear in that time, to resort to the dangerous measure of an attack, under every disadvantage of situation and numbers. The enemy however anticipated their intention, and on the night of the 2d of September marched with all the force they could muster, and eighteen field pieces to storm the English camp. Considerable bodies were already distinguished advancing to the attack, when at this critical moment the joyful signal was given of a fleet in sight. This was immediately followed by the appearance of fourteen sail of ships: at this unwelcome sight the enemy relinquished their enterprize in despair, and retired to their former posts. This fleet brought the long expected succours under General Clarke: they came to an anchor in Simon's Bay the next morning, and the disembarkation of the troops and stores was immediately commenced.

On the 14th, the troops marched from Muyzenberg, where they left a detachment for the protection of the camp and stores. The army had to advance through a deep and sandy country; each man carried four days' provisions, and the cannon were dragged by volunteers from the East India ships. Thus encumbered, they expected constant harassment from the numerous marksmen of the enemy, many of whom were mounted; while they themselves were unprotected by any similar species of troops. Fortunately the enemy kept so much aloof, that only one man was killed, and a few wounded in their progress to the post of Wynberg, a tongue of land projecting from Table Mountain, where the Dutch

were posted in force with nine pieces of cannon, and determined, as it was understood, on a serious resistance; but the dispositions made by the English general staggered their resolution.

The English army was formed in two lines; and detachments were made from right and left for the purpose of attacking the enemy on both flanks; while the general advanced against their centre with the main body and the artillery. Thus threatened on different sides, they were alarmed by the appearance of three ships, under the command of Commodore Blanket, which the admiral had detached to Table Bay, for the purpose of causing a diversion on that side. This manœuvre completed their confusion: they gave way, before the assailants could gain the top of the hill, from whence they were closely pursued for two miles; when, night coming on, and great part of the men being much fatigued with the badness of the roads, and the weight of their burthens, the general determined to halt, intending to prosecute his march at break of day.

In this situation he received a letter from Governor Sluyskens, who begged a cessation of arms for forty-eight hours, that he might arrange his proposals for surrendering the town. This request was refused; but a truce limited to twenty-four hours was granted, in which time the articles of capitulation were settled. The Dutch regular garrison became prisoners of war, and the British troops were put in full possession of the town and colony.

British Ships taken or destroyed in the Year 1795.

Daphne, 20 guns.—Taken by two French men of war.

Berwick, 74 ditto.—Taken by the French fleet in the Mediterranean, March 7.

Illustrious, 74 ditto.—Lost in a gale of wind on the rocks near Avenza, Mediterranean, crew saved.

Boyne, 98 ditto.—Burnt by accident at Spithead, May 1, crew saved.

Musquito, 5 ditto.—Lost on the coast of France, and all the crew perished.

Nemesis, 28 ditto.—Taken by three French frigates in the port of Smyrna.

Flying Fish—Taken by two French privateers, West Indies, June.

Diomede, 44 ditto.—Lost off Trincomalé in the island of Ceylon, August 2, crew saved.

Le Censeur, 74 ditto.—retaken by the French fleet, off Cape St. Vincent, October 7.

La Flèche, 14 ditto.—Lost in St. Fiorenza Bay, Nov. crew saved.

Shark, 4 ditto.—Ran away with by the crew into La Hague, Dec. 11.

Leda, 36 ditto.—Foundered near Madeira, the crew, except seven, lost.

Amethyst, 36 ditto.—Lost at Alderney, Dec. 29, crew saved.

French Ships taken or destroyed in the Year 1795.

Le Neptune, 80 guns—Cast away in the bay of Hodiérne, January.

Le Scipion, 86 guns; Le Neuf Thermidor, 80 ditto; La Superb, 74 ditto—Foundered in a gale of wind, January.

Le Dumas, 20 ditto—Taken by the Bellona, G. Wilson, and Alarm, J. Carpenter, Jan. 5.

Le Duquesne, 44 ditto—Taken by the Bellona, G. Wilson, in the West Indies, Jan.

La Pique, 38 ditto—Taken by the Blanche, R. Faulkner, in the West Indies, Jan. 6.

L'Esperance, 22 ditto—Taken by the Argonaut, J. Ball, on the coast of America, Jan. 8.

La Coureuse, 12 ditto—Taken by the Pomone, Sir J. B. Warren, off the Isle of Grenis, Feb.

Le Requin, 12 ditto—Taken by the Thalia, R. Grindall, Feb.

L'Espion, 18 ditto—Taken by the Lively, Geo. Burlton, off Brest, March 2.

La Tourterelle, 30 ditto—Taken by the Lively Geo. Burlton, thirteen leagues from Ushant, March 13.

Le Ca Ira, 80 ditto, and Le Censeur, 74 ditto—Taken by the fleet under Vice-admiral W. Hotham, off Genoa, March 14.

Le Temeraire, 20 ditto—Taken by the Dido, G. H. Towry, Mediterranean.

La Republicain, 22 ditto—Taken by Rear-admiral J. Colpoys, March 27.

Le Jean Bart, 18 ditto—Taken by the Cerberus, Drew, and Santa Margaritta, Martin, Channel, March 29.

La Gloire, 40 ditto—Taken by the *Astrea*, Powlett, in company with Admiral Colpoys' squadron, Channel, April 13.

La Gentile, 40 guns—Taken by the *Hannibal*, J. Markham, in company with Admiral Colpoys' squadron, Channel, April 13.

Le Jean Bart, 26 ditto—Taken by J. B. Warren's squadron, off Rochfort, April 15.

L'Expedition, 16 ditto—Taken by Sir J. B. Warren's squadron, near Belisle, April 16.

La Galatée, 44 ditto—Cast away near the Penmarks, April 23.

Le Speedy, 14 ditto—Retaken by the *Inconstant*, T. F. Freemantle, in the Mediterranean.

Le Prevoyante, 40 ditto, (armed en flute) and *La Raison*, 24 ditto, (armed en flute)—Taken by the *Thetis*, A. F. Cochrane, and the *Hussar*, J. P. Beresford, off the Chesapeake, May 17.

Le Courier National, 18 ditto—Taken by the *Thorne*, R. W. Otway, West Indies, May 25.

L'Eclair, 3 ditto, and *Le Crache Feu*, 3 ditto—Taken by Sir R. Strachan's squadron, off the coast of France, May.

La Liberté, 20 ditto—Sunk by the *Alarm*, D. Milne, off Porto Rico, West Indies, May 30.

Le Tigre, 80 ditto; *L'Alexandre*, 74 ditto; and *Le Formidable*, 74 ditto—Taken by the fleet under Admiral Lord Bridport, off L'Orient, June 23.

La Minerve 42 ditto—Taken by the *Dido*, 28, H. Towry, and *Lowestoffe* 32, B. G. Middleton, Mediterranean, June 24.

Le Vesuve, 4 ditto—Taken by the *Melampus* and *Hebe*, near St. Maloes, July 3.

Le Pedrix, 24 ditto—Taken by the *Vanguard*, S. Miller, near Antigua.

L'Alcide, 74 guns—Struck to Admiral Hotham's fleet, Mediterranean, July 13; but blew up before she could be taken possession of, and only 300 of the crew were saved.

L'Echoné, 98 ditto—Run on Shore in the isle of Rhé, by the *Phaeton*, R. Stopford, and destroyed.

La Victorieuse, 12 ditto, and *La Suffisante*, 14 ditto—Taken by Admiral Duncan's squadron, North Sea, near the Texel, August 25.

La Resolue, 10 ditto; *La Republique*, 6 ditto; *La Constitution*, 5 ditto; and *La Vigilante*, 5 ditto—Taken by the *Agamemnon*, H. Nelson, and the squadron under his command, in the bay of Alassio, September.

L'Assemblée Nationale, 22 ditto—Driven on the rocks of Treguir, by Diamond Sir W. Smith, Knt. and 20 of the crew lost, Sept.

La Bade, 12 ditto—Burnt by *La Pomone*, Sir J. B. Warren, Bart. in Bourneaux Bay, coast of France, September.

La Vigilante, 6 ditto—Taken by the *Childers*, R. Dacres, in the bay of St. Brieux, September 3.

Le Sans Culottes, 18 ditto—Burnt by *L'Amiable*, C. S. Davers; off Deseada, September 22.

Le Superbe, 22 ditto—Taken by the *Vanguard*, S. Miller, in the West Indies, September 30.

Le Brutus, 10 ditto—Taken by the *Mermaid*, H. Warre, off Grenada, October 10.

Le Republican, 18 ditto—Taken by the *Mermaid*, H. Warre, off Grenada. October 14.

L'Eville, 18 ditto—Taken by the squadron under Sir J. B. Warren, Bart off Rochfort, October 15.

Le Pandour, 14 ditto.—Taken by the Caroline, W. Luke, in the North Sea.

Les Droits de Peuple, 36 ditto—Lost off Drontheim, November.

END OF VOL III.







5. The fifth part of the document provides a summary of the key findings and conclusions of the research. It reiterates the importance of accurate record-keeping and the use of appropriate data collection and analysis methods. The text concludes by noting that the research has provided valuable insights into the topic at hand and that further research is needed to explore related issues.

